RAILROAD JOURNAL,

AND ADVOCATE OF INTERNAL IMPROVEMENTS.

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AMERICAN RAILROAD JOURNAL.

NEW-YORK, SEPTEMBER 1, 1832.

AMERICAN RAILROAD JOURNAL.—The very favorable reception which our Journal has met from hundreds of the most intelligent, scientific, and practical friends of internal improvement in different parts of the Union, has induced us to make another effort to render it more generally known throughout the United States.

It has been frequently observed to us, that its *title* indicates an exclusive devotion to the subject of *Railroads*. That, however, is not the fact. An acquaintance with its columns will convince any person that its object is the *improvement of internal communication;* and it is to us a matter of indifference what the *mode* of improvement may be, provided it is that most suitable to the circumstances and business of the section intended to be benefited. Railroads, Canals, McAdam Roads, or Steam-Carriages upon common roads, where they are known, have each their advocates; and it is the object of this Journal, which will hereafter bear the title of "Railroad Journal, and Advocate of Internal Improvements," to collect, embody, and disseminate information upon that subject generally; and to become a repository of whatever may be worth preserving for future reference, in relation to them. Selections for it will be made from the best works upon Railroads, from Mr. McAdam's work on Road-making, the London Mechanics, and Edinburgh Farmers' Magazine, the American Journal of Science, the United Service, and other Journals; from the report of a special committee of the British House of Commons upon the use of Steam Carriages on common roads; from regular files of London and Liverpool papers, together with an extensive exchange list from all sections of the Union.

It will contain selections upon agricultural subjects from the best works published in this country; and also in relation to the cultivation of the vine, and the manufacture of silk;—as well as the most interesting news of the day, both foreign and domestic; with a weekly review of new publications, and such political matters as may be of *general* interest and worthy of record, omitting every thing of a *party* nature. Also, meteorological tables kept at Montreal, Troy, city of New-York, Charleston, S. C. Mobile, and New-Orleans, or its vicinity, thereby showing at a glance a comparative state of the weather in different sections of the country, which may be highly interesting to men of science. It will also contain a Bank Note Table, Price Current, and what is *generally* first looked for, a long list of deaths and marriages. A small space will also be devoted to advertisements relating to the subject of internal improvements.

The terms of the Journal are $3 per annum *in advance*. It will be seen on a moment's reflection, that it cannot be afforded at that price unless payment is made in advance; as, if we were to send it without, and then be obliged to send a collector at a heavy expense for the money—some of which would never be collected, as there *are* those who think it is *quite* enough to "*patronize*" a newspaper by *taking* it, without an idea of ever *paying* for it—the receipts would not pay its expenses.

The Journal is published upon a sheet of the largest size, and folded into an *octavo* form of 16 pages, containing three columns each—a very convenient size for binding, if it should be deemed worth preserving; and we are gratified to find, that thus far almost every subscriber has ordered it from the first number, with that intention.

We have now on hand and shall be able to furnish the back numbers complete for five hundred new subscribers—an accession which we should be very happy to receive soon, as it would enable us to make the work much more valuable, not only to its readers, but also to the *publisher*, as it would enable him to devote more time and expense to its columns.

Companies of ten or more will be furnished at $2 50; or where two subscribers will remit $10, they will be furnished with the Journal for two years each, beginning with the first number.

In order to establish that confidence in its permanency, which is essential to induce strangers to pay in advance for a work with which they are unacquainted, the Editor has been permitted to refer to the gentlemen whose names are annexed:

Wm. A. Duer, Esq., President of Columbia College.
James Renwick, Esq., Professor in do.
Robert L. Stevens, Esq.
James G. King, Esq.
Samuel Swartwout, Esq., Collector of the Port.
Messrs. Gracie, Prime & Co.
Messrs. Dwight, Townsend & Co., Eds. Daily Advertiser.

He is also permitted to publish letters from distinguished engineers who have been familiar with the Journal from its commencement; and he assures those who may take an interest in its success, that it will be continued, and every engagement of the Editor promptly fulfilled.

We are under many obligations to the conductors of the Press throughout the country for the friendly manner in which they noticed the Journal on its first appearance. It was then an *experiment*, and by many thought visionary. It therefore affords us much pleasure now to be able to assure them that it has not been—if an experiment—an *unsuccessful* one, as it has a circulation which will ensure its continuance in its present dress; but we are very desirous so to extend its circulation as to be able to afford better paper and a greater variety of engravings or illustrations for the next volume. We trust they will not find it *less* deserving a passing notice now than at its commencement. By a reference to the terms it will be seen that it is put lower than it can in truth be afforded, where a subscriber pays for *two years* at one time, commencing with the first number. This is done, however, to enable the editor to obtain such materials and such aid by a circulation of what remains of the first volume, as will make the next what he desires, and altogether worthy of the patronage which he hopes to receive.

HARLÆM RAILROAD.—We were much pleased to see that the workmen were engaged in laying the iron rails upon that part of this road below 14th street. It is the intention, as we are informed, of the Company, to have one mile of it completed and in use by the 1st of October; when those who have apprehended danger from its passing through the streets may satisfy themselves to the contrary. We have no hesitation in saying, that it will be found altogether more safe than stages, as the carriages never deviate from their course to pass those of another line, and will have a uniform velocity.

The grading on the other parts of the road is progressing rapidly, and will be completed in time to receive the rails early next spring. We certainly wish its speedy completion, as it may be considered the first link in a grand chain of Railroads to connect this city with the "far West."

FREDERICK, (MD.) AUGUST 4, 1832.

Dear Sir: As I have heretofore sent several names to you as subscribers to your Railroad Journal, and trusting that I may be enabled to send you more, and as it may be desirable to new subscribers to know whether they can procure the Journal from the commencement, I write to ascertain that fact. Be pleased, then, to communicate the information sought.

I avail myself of this occasion to express what my acts have implied, my entire approbation of the work. I cannot but believe that a work so valuable to all those engaged in the execution of works of Internal Improvement,—whether they be Canals, Railroads, or other works—will be as extensively patronized as it merits. At a time when such works are so generally in progress as they now are in almost all of the States in this Union, such a publication as the Railroad Journal is much wanted, and must succeed.

I am, Sir, yours, very respectfully,
C. W. WEVER.

D. K. Minor, Esq.

[FOR THE AMERICAN RAILROAD JOURNAL.]

HARSIMUS, Aug. 28, 1832.

Mr. Editor:—Observing in your much esteemed and useful Journal some remarks on my locomotive engine, it calls me before the public to give a more minute description of it. It was in operation on Saturday last, when a more thorough experiment was made with the greatest success. Many very reputable mechanics were present, and it met their decided approbation. The power of the engine is about one and a half man,* and it carried its own weight, which is much more in proportion than one on a larger scale, with the weight of an additional car, and six men, up a plane of one foot in five, 30 feet in length, and passed the elevation of 6 feet in 1 minute and 4 seconds. Should we make a calculation from this, and compare it with a locomotive of 10 horse power, which is about the power of those most approved, and that working on an elevation of one foot in fifteen, which is the inclination generally adopted on planes where stationary power is used, the result will plainly show, that a locomotive is capable of passing the whole route with its train of cars, through any Railroad, without the help of stationary power. And another great object attained is, that there is scarcely a possibility of accident occurring from the breaking of machinery, as is the case where stationary power is used. The most simple way of demonstrating the machinery, is to suppose a ship sailing in smooth water, and her cable, stretched fifty fathoms each way from stem to stern, and the ends fastened each to an anchor, one at her bow, and the other at her stern, and she then having two turns of the cable around the capstan. If the capstan is turned, the ship will move forward, and the cable still remain stationary and fast to the anchors at each end. This is precisely the way in which my locomotive ascends the plane, there being no machinery on the plane except the rope or cable which is fastened at the top and bottom.

When the locomotive arrives at the bottom of the plane to be ascended, the driving wheels are thrown out of gear, and a drum similar to the capstan of a ship is thrown in gear, and two or more turns of the rope are taken round the drum and the end again made fast at the bottom of the plane, and drawn moderately taught: the engine is then put in motion, the drum revolves and consequently the carriage set in motion and ascends the plane. When it arrives at the top, the rope is cast off and the drum thrown out of gear and the driving wheels thrown in gear, and the locomotive runs clear of the rope and proceeds on the level in the ordinary way. It is needless to go into the minute calculation of the immense advantage arising from this mode of passing elevations, as all those who are at all acquainted with Railroads will readily perceive it.

The application of this drum may be made to any of the locomotives now in use.

The great advantage in safety is that the rope upon which all depends may be made of much larger size than is practicable, on planes where stationary power is used, as weight is no object.

SANDS OLCOTT.

P. S. I will at some other time, if necessary, furnish you with a calculation of the comparative power between the one now in operation, and one on the scale usually adopted by Railroads in the United States and England.

Should any person interested in Railroads wish to see this engine in operation, by leaving a note at your office appointing the time, I will be happy to exhibit it to them.

* Five men power is calculated in mechanics equal to one horse.

We owe an apology to Captain McNeill, for the liberty taken with his letter, as we had not permission to publish it. We do it, however, first, that the friends of Railroads, and particularly those interested in the road to which he alludes, may be informed of the highly successful result of his minuter surveys, and of the fair prospects of a speedy completion of those important links in the great chain of Railroad which will in a few years be made through the *Atlantic* and *Western* States; and secondly, to say a word upon the subject of surveys for internal improvements by the U. S. Government. The object of our previous remarks upon this subject were not to complain that the surveys were *not* made by the Government, but that a decided answer upon that subject had not been at *first* given, that those interested might have provided the means in time to have effected the surveys this season. It is the time lost, and not the money not received, of which we complained. We deemed it highly important that surveys should be made this season, at least of a part of the route from this city to Lake Erie, which has been, by this delay, probably prevented, as the corporators had had their meetings previous to the late decision of the Government and depended upon what they supposed had been provided by the Government, and therefore omitted to take other measures to raise the necessary funds.

Office of the Boston and Providence Railroad Company, August 15th, 1832.

To the Editor of the American Railroad Journal:

Sir,—As my professional duties will probably continue to confine me, during the season, to this city, you will oblige me by forwarding to this place your Journal, for which I am a subscriber.

From the interest you manifest in the progressive improvements of our country, you will doubtless be gratified to learn that the minuter surveys in which I am still engaged, with reference to the Boston and Providence Railroad, develope even greater facilities (favorable as the country seemed to be from the experimental surveys) than we had anticipated. The road will be virtually (for the most part *actually*) straight—no curve, of necessity, greater than of six thousand feet radius; and under these circumstances, dispensing with the inclined plane which had been projected, the dividing ridge will be passed on an inclination well adapted to the use of locomotive engines. I am satisfied, too, that these improvements o. the route will have been effected at a cost considerably within that which was anticipated in my estimate. Of this, however, we shall soon have a test in the actual cost of the road, for on the 1st of October we expect to place under contract thirty miles (three-fourths) of the road.

The direction of the route is such that while it will afford the shortest communication between Boston and Providence, it affords great facilities for a connexion also with Taunton, by a branch railway (diverging from the main line, say twenty-three miles, from Boston) of but eleven and a half to twelve miles in length; making the distance, therefore, from Boston to Taunton but thirty-five miles, or exceeding that by the turnpike only three miles.

At the same time, from the public spirit of gentlemen in Stonington, New-London, and Norwich, the requisite funds have been raised, and surveys are now being prosecuted under my direction, by officers of the Army, who have been detailed to the service, with a view to ascertain the best route for continuing the Railroad (whether through Providence or Worcester) from Boston to Long Island Sound. You are aware that, whether it should terminate at Stonington or New London, as the navigation thence would be uninterrupted by the severity of winter, we should, on the completion of a Railroad to either place, by means of steamboats and locomotives, at all seasons be able to travel *comfortably, cheaply,* and *expeditiously,* between your great emporium and this delightful city.

By the by, I perceive you have not correctly understood the course of the Government respecting its aid in the execution of surveys for works of Internal Improvement. True, the Executive declines authorizing the payment of *all the expenses* of surveys; but, since it liberally affords officers and instruments (to obtain which constitutes by far the greater source of expense,) it may, I think, be doubted—considering the small appropriation by Congress of but $30,000 (which would be entirely inadequate to make the numerous surveys required throughout our extended country)—if this decision be not, not only the most impartial, but also the most effective, in its consequences.—I have inadvertently, however, extended this beyond the mere request I had to make respecting your Journal, and as neither of us, I suspect, have much time for chat, I shall dispense even with an apology, and subscribe myself, sir, very respectfully,

Your obedient servant,
WM. GIBBS MCNEILL.

We very cheerfully give place to the following communication, as it is from a source entitled to great respect, particularly in matters to which it alludes. That part relating to Engineers is unfortunately too true; and the maxim there spoken of is too frequently adopted in this country—by which our stockholders often suffer severely, and sometimes to nearly the amount of their investment.

We should be gratified to hear frequently from the same source, as it would be equally to our own benefit, and to that of our readers generally.

To the Editor of the Railroad Journal:

Sir,—Your Journal I have taken since its commencement, and have been thus far gratified in perusing the contents of the several numbers, and the various remarks on the subject of Railroads, and of Internal Improvements generally.

The plan you are pursuing, of giving copious extracts from the official reports of engineers, who have examined different projects and plans devised for improving the country—entering into details in regard to ascents and descents—the mode of removing obstacles, and surmounting difficulties—is well adapted to the inquiring minds of the American people, and tends to draw forth, for public use, many mechanical improvements, applicable to particular localities, and beneficial to the age and country.

We live in a very interesting period, and our lot has fallen to inhabit a country where the mind is left free and unshackled—where mechanical genius is as fertile, the field for employing it as extensive, and its usefulness more valuable at the present time than perhaps in any part of the world.

But we ought to be on our guard against entering upon visionary projects, or those too expensive to expect a reasonable remuneration for our capital in a fair period of time.

I have been led to these remarks against visionary projects, partly by the perusal of a communication published in your Journal, taken from an English work, signed by Henry Fairbairn, wherein he advocates a *Marine Railway* across the isthmus of Darien, although a tunnel should be necessary of thirty-seven miles. Such a project appears to me one of those that, although practicable, yet would require such an outlay of expense and constant repair as to preclude any probability of compensation. Others of Mr. F.'s plans are to practical minds not such as would bear close investigation, in a compar-

ison of expense, with utility and profit,—especially one where he proposes to fill up, and make land for tillage of some thousand square miles of the Irish Sea, by removing for this purpose the mountains of Scotland through the aid of Railways.

Engineers do not deny the possibility of executing equally bold projects; but the skillful engineer will determine between what is feasible at an expense adapted to the object, and what is otherwise, having in view the present or future remuneration of the stockholders.

Some of your correspondents seem disposed to condemn all Canals, now completed, and believe it unfortunate that they were ever constructed in this country. This opinion, I consider, as tending to very great injury to the community, and leading to erroneous undertakings.

Canals are useful, and there are many locations where they are much more so than Railroads. These latter may, in turn, be better adapted to certain localities and purposes than Canals, and in some places Canals be impracticable for want of water: thus each have their advantages, and the question of choice is for the deliberate decision of the stockholders and engineers.

Another impression tended to be created by other of your correspondents, and which in my view is erroneous, is, *that science will make an engineer.* Science is of unquestionable utility, but no one, with this acquirement alone, without practical knowledge and natural qualifications, will ever attain to eminence in the profession—no more than one can be come a poet without the gift of the talent. There is a peculiar tact required, and a combination of scientific and practical knowledge and experience; a sound judgment, and habit of readily estimating the value of labor and materials; and a judicious selection of plans adapted to peculiar localities, uniting economy in all cases with *requisite* durability.

I hope you will exert your efforts on these heads to disabuse the public mind, and to elevate the standard of qualifications of engineers. To the want of these may be assigned the failure of many public works, and the disappointment of stockholders.

We are so disposed to be "penny wise and pound foolish," that rather than employ well qualified engineers, at a proper compensation, we resort to the inexperienced; and for a small consideration, compared with the value of knowledge and experience, we hazard the frequent disastrous result of erroneous plans, misapplied expenditure, and often the ultimate abandonment of the undertaking.

I regretted to see in your valuable Journal, mention made of the abandonment of the survey under Col. Clinton of a route for a Railroad from the Hudson river, through the southern tier of counties in this state, to the state of Ohio.

I have been desirous to see that project carried into effect, as one which would do our city great benefit, and, when in operation, would test the comparative advantages between Railroads and Canals fairly, and render justice to a neglected portion of our state.

I hope your useful Journal will be more extensively circulated, and spread into every part of our beloved country, and produce a spirit of inquiry among all classes how we can, each and all, render the greatest benefit to the family of man.

BENJ. WRIGHT.

New-York, August 16th, 1832.

VIRGINIA begins to awake to her true interests. She has long been inactive, whilst her younger sisters have been progressing rapidly in the scale of improvements; but a new era has commenced in her history, and Virginia will again be found amongst the leading states of the Union;—at least, we hope she may, for we cherish much good will to many of her worthy citizens.

By the annexed extract from the Winchester Virginian, we learn that surveys are now in progress for a Railroad from Winchester to some point on the Baltimore and Ohio Railroad. This is a good beginning, and will be of great benefit to that town; but we predict that Winchester will not be the *termination* of that road; it will *eventually* pass thro' the whole length of the "Valley," as it is emphatically and justly termed, and, if we are not very much mistaken, pass into Tennessee, by the way of Abingdon. There is no section of our Union more in want of an improved mode of transpertation, or that would derive greater benefits from it; and, if our recollection serves us, a route may be located from Harper's Ferry, through or near the towns of Winchester, Harrisonburg, Staunton, Lexington, and Fincastle, to Abingdon, without encountering any very serious elevations to prevent a profitable use of locomotives, and requiring very little stationary power; and we dare assert, that a route of equal distance cannot be found in this country, combining so many interesting objects of curiosity with so much splendid and beautiful scenery, as that through "the Valley of Virginia." Who that has ascended the "Peaks of Otter," and beheld the beautiful expanse of country for near an hundred miles south, east and north, with its numerous plantations—or that has visited the "Natural Bridge," and from it cast one dizzy glance into the abyss beneath—or, from below, surveyed in silent admiration its stupendous heights, and clambered up its rugged walls, *vainly* to leave a name—or, who that has penetrated the depths of *Weir's Cave*, with its "ante-chambers," "halls," "saloons," "musical apartments," and "waterfalls" and viewed the thousand varieties of "stalactites" formed therein by a process beyond the art of man to imitate—and has then passed on through a beautiful country to "Harper's Ferry," which was deemed by JEFFERSON to be alone worth a voyage across the Atlantic,—where the waters of two large rivers mingle, that have at some early day burst asunder rocks and mountains of a thousand feet in height, in their passage to the Ocean;—We say *who* that has enjoyed the pleasure of a visit to these wonders of creation, and participated in the comforts of "good old Virginia hospitality," will not say that there are few sections of country with as many, and none possessing more inducements for the traveller, fond of variety, than *the "Valley of Virginia?"*

[*From the Winchester Virginian, July* 25.]

OUR RAILROAD.—We are gratified to learn that the engineers employed in surveying various routes for a Railroad from this place to the Potomac, have nearly completed their report, after examining recently several routes not explored in their previous surveys. We are led to believe, from circumstances which have come to our knowledge, that the recent surveys afford much additional encouragement as to the practicability of the scheme; and that the estimate of expenditures falls considerably short of that which had heretofore been made.

A reference to the proposal made by Mr. Forrest, the agent of the Baltimore and Ohio Railroad Company, to the Chesapeake and Ohio Canal Company, leaves but little doubt that a compromise will be effected between those Companies, so that the Baltimore Road will be permitted to pass the Point of Rocks and proceed to Harper's Ferry; but should this not be the case, we are assured that that Company will take such steps as will insure a junction with our road at the point of termination.

Taking all these matters into consideration, we think there need be no hesitation on our part in saying that the work *will go on.* We know that many have embraced the idea that the scheme will not be prosecuted; we entertain no such fears—we have too much confidence in the intelligence of our citizens to believe that they will blindly throw away the only means of advancing the prosperity of our town and country.

The friends of the enterprize will bear in mind that a general meeting of the stockholders is to take place on Saturday the 4th of August, for the election of a President and Directors for the ensuing year; at which time the report of the present Board will be read, affording no doubt much interesting information upon the subject. We earnestly recommend all interested to attend on that occasion.

Asheville, July 4, 1832.

RAILROAD MEETING.—At a meeting of the citizens of Buncombe County, held at the Court House in Asheville on the 4th inst. to take into consideration a communication received from the Central Committee of the Knoxville and Southern Railroad Company, Benjamin King, Esq. was called to the Chair, and James H. Norwood and Richard E. Fortune appointed Secretaries. Joshua Roberts, Esq. explained the object of the meeting and read the communication from which the following is an extract. The Central Committee say they "have been assiduously prosecuting inquiries relating to the nearest and best route for a land communication between our navigable waters and the South Atlantic Sea-ports. They have applied for and received from the Department of War, a copy of the survey of the Tennessee and Savannah rivers. Information derived from the personal knowledge of some of their committee, and from other sources entitled to consideration, induced them to endeavor to procure a professional examination of the only other route spoken of, to wit, via the French Broad river. In answer to their application they have received assurances that so soon as an appropriation shall be made, a competent engineer shall be detached to that service. They have also received from the Directors of the Railroad of South Carolina the report of their Chief Engineer, from which they learn that against January next their road will be completed to Hamburg. It is known that a Railroad is projected from Fayetteville, North Carolina, to the Western part of the State." (A central Railroad is proposed also from Beaufort via Raleigh and Salisbury to the Western part of the State.) "Tennessee has not been inattentive to her interest in these grand enterprizes; and her legislature at its late session incorporated the Knoxville and Southern Railroad Company. This brief review of the whole ground justifies the conclusion that the several communities interested in this undertaking are aware of its great importance and value to each,—and that by a proper concert of action its accomplishment can no longer be deemed problematical. It has occurred to them that a meeting of Delegates from South Carolina, North Carolina and Tennessee, should be held at Asheville. The members of this convention bringing with them from the various sections of country they represent, the statistical information they may obtain, the knowledge of particular localities they possess, and a fund of intelligence on the various branches of the general subject, will be able to concert a scheme of extensive co-operation, and concentrate public sentiment in its favor."

The following resolutions were unanimously adopted:—

On motion of Col. Samuel Chunn, it was resolved as the sense of this meeting, that the subject of a Railroad to pass up the French Broad River is one of deep interest to this community.

On motion of J. M'D. Carson, Esq., it was resolved, that the importance of this subject be recommended to the citizens of North Carolina and South Carolina, and that they be requested to send delegates to meet the delegates from Tennessee, at this place.

On motion of J. M'D. Carson, it was further resolved that the first Monday in September next, be fixed upon as the most suitable time for the convention of delegates.

The following gentlemen were then appointed on that occasion as delegates for the county of Buncombe, viz. James Allen, James Gudger, Benj. King, Samuel Chunn, James M. Smith, James W. Patton, Samuel W. Davidson, William J. Lewis, Jas. Lowry, Col. John Clayton, Mitchel King, Charles Bearing, Philip Brittain, Green K. Cissna, James Brevard, David Vance, Chas. Moore, Robert Williamson, John Shrash, and Thos. Foster.

On motion of A. M. Burton, Esq. it was resolved, that Joshua Roberts, James H. Norwood, Richard E. Fortune and William Coleman, be appointed a Corresponding Committee.

BENJAMIN KING, Chairman.

JAS. H. NORWOOD, RICH'D E. FORTUNE, } Secretaries.

[*From the Raleigh Register, July* 20.]

EXPERIMENTAL RAILROAD.—With a view of promoting the success of the Central Railroad, by a practical demonstration of the great advantages attendant upon that mode of transportation, a Company has been recently organized in this city, for the purpose of constructing in our immediate vicinity an Experimental Railroad. It is to be about one mile in length, and in every respect will be a complete model. Nearly the whole amount required for its completion has been subscribed, and no doubt is entertained of its successful prosecution. At a meeting of the Stockholders, a few days since, the following officers were chosen to manage the concerns of the Company, viz.; Jos. Gales, President; Col. Polk, Thomas Cobbs, E. P. Guion and Henry M. Miller, Managers; John C. Stedman, Treasurer, and Alfred Williams, Secretary. Proposals for grading the line of the road, for furnishing materials, &c. are advertised for in this paper.

The following communication from the American Journal of Science, was referred to by a correspondent in No. 33 of this Journal. It should have appeared at an earlier date, but the number containing it, only came to hand this week.

[*From Silliman's Journal.*]

On the elevation required for rails on Railroads of a given curvature; by J. Thomson, Engineer, and late Professor of Mathematics in the University of Nashville, Tenn.

To the Editor:

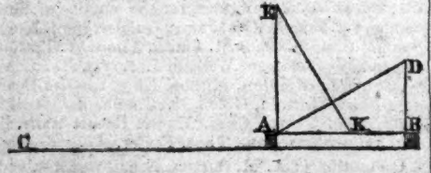
Sir,—I observe, in a valuable little work on Railroads, by Col. Long, formerly Engineer in the service of the Baltimore and Ohio Railroad Company, an article on the comparative elevation of rails, on the same track, when the rails are curved. The exterior rail requiring some elevation above the interior, when the road is curved, the question is to find what that difference of elevation ought to be, when the road has a given curvature and the carriage moves with a given velocity.

This question is investigated by Lieut. Dillahunty, who introduces into the investigation the centres of gravity and percussion; for what reason I cannot clearly perceive. When a loaded car moves along a Railroad in a right line, the direction of the pressure of the load is perpendicular to the horizon; but when the car moves in a curved line, the direction of pressure is no longer vertical, but inclined towards the centre of motion. The object, therefore, of the investigation is to determine what elevation should be given to the exterior rail, so that the plane of the rails will be perpendicular to the direction of the pressure of the load. If this be (and it certainly ought to be) the object of the investigation, the results, as given by Lieut. Dillahunty, appear to be erroneous. These results are expressed by the two following formulas:

$$E = \frac{(R-r)^3}{2h(R+r)} \text{ and } E = \frac{2(R-r)^2 V^2}{hW(R+r)}$$

In these formulas, E represents the elevation of the exterior rail above the interior; R and r, the radii of the curves made by the rails; h the height of the centre of gravity of the load and carriage above the track; W the weight of the load and carriage, and V the velocity of the carriage. From the first formula it is evident (as observed by Lieut. D. himself,) that the elevation of the exterior rail will vary inversely as the height of the centre of gravity above the track, supposing R, r and V to be constant; and from the second formula, the elevation will vary inversely as the weight of the load and the height of the centre of gravity.

That these conclusions are erroneous, and that the elevation of the exterior rail does not depend on the weight of the load, nor on its height above the track, may be shewn from the following considerations:—



Let CAB represent a horizontal surface, on which a Railway is situated; A and B, the rails placed in a circular curve around C as a centre. A car in moving over the rails A and B, around the centre C, will be acted upon by two forces; one horizontal and centrifugal, arising from the motion of the car in a curved line, and acting in a direction from the centre C; the other, the force of gravity, acting in a vertical direction. I omit here, as not necessary in the present investigation, the moving force, derived from animal or other power, acting in the direction of a tangent to the curve. Let the horizontal line AK represent the centrifugal force above mentioned, and the line EA the force of gravity.—It is evident that the resultant of these two forces will be EK, which will represent both the *intensity* and the *direction* of the pressure of the loaded car upon the rails. The line EK, therefore, representing the direction of pressure, the rails should be so placed that this line may be perpendicular to the plane passing through them. Draw the vertical line BD, and through A draw AD perpendicular to EK. BD will be the elevation of the exterior rail above the interior, and the angle DAB will be the inclination of the plane of the rails to the horizon. The centrifugal force AK, compared with the force of gravity AE, is easily found, when the radius of curvature of the track and the velocity of the car are given. The distance between the centre C and the middle of the track may be considered as the radius of curvature.

Now, by a reference to the above figure, it will be seen that a change of weight on the car cannot alter the elevation BD of the exterior rail, or the angle DAB. For, if we suppose the absolute weight of the load to increase or decrease, it is evident that the centrifugal force will increase or decrease in the same ratio—in other words, the lines AE and AK will vary in the same ratio, and hence the line EK will always remain parallel to itself, and perpendicular to AD, whatever be the weight of the load, other quantities remaining the same. Again the height of the centre of gravity above the track cannot alter BD, or the angle DAB. For, if EK represent the direction of pressure of all parts of the load, it is evident that the centre of gravity will tend in the same direction, in whatever part of the line EK it be situated, or whatever be its height above the track. It may be observed that the lines EA and AK representing any given ratio, may be so drawn that the line EK may always be perpendicular on the middle of AD, in which case, the centre of gravity of the load and car will always be situated in the line EK.

We may obtain a very simple algebraical expression for the elevation of the exterior rail. Let g = force of gravity, c = centrifugal force, d = distance between the rails, and E = required elevation, R and V representing radius and velocity. Then by the similar triangles EAK and ABD we have $E = \frac{cd}{g}$, but by central forces, $c = \frac{V^2}{R}$, hence $E = \frac{dV^2}{Rg}$.

In this expression, g is always a constant quantity, and equal to 32.2 feet.

To take an example, suppose a car to move with a velocity of twenty miles per hour, on a railway, curving with a radius of four hundred feet, the distance between the rails being four feet nine inches. The velocity in this case will be twenty-nine feet four inches. We then have $E = \frac{dV^2}{Rg} = 3.8$ inches.

The table given by Col. Long makes the elevation in this case 5.5 inches, too much by nearly two inches. If we assume a radius of seven hundred and sixteen feet, the other quantities remaining the same, we find E = 2.1 inches. The above mentioned table makes the elevation three inches.

If the velocity of a car on a Railway were always the same, we should have no difficulty in assigning the proper elevation of the exterior rail. But as there must be necessarily a great variety in rates of travelling, an elevation which would be required by a rate of twenty miles per hour, would be much too great for a rate of eight, twelve or fifteen miles per hour. Perhaps the elevation required by the *mean velocity* would be the most eligible. There is one view of the subject, however, which ought to be taken into consideration in the location of the exterior rail. When a car moves with great velocity on a curved road, and the plane of the rails is horizontal, the flange of the fore wheel on the exterior rail is exposed to very great friction, which operates as a retarding force, and injures both the car and the railway. This friction is diminished, though not altogether removed, by giving to the exterior rail the elevation which the velocity and radius require. In order to reduce the friction still further, or remove it altogether, it would perhaps be advisable to increase by a small quantity the elevation obtained as above. It is evident that a car moving on the inclined plane AD, will tend by its own weight to approach A and recede from D. This will oppose the centrifugal force by which the flange is pressed against the rail D, and thus the friction will be in whole or in part removed. I know it has been maintained that the flange of the hind wheel on the *interior* rail produces as much friction as the flange of the exterior fore wheel. It may however be shown from various considerations, that if either of the hind wheels produces friction, it is rather the exterior one. Indeed, we may suppose that motion is communicated to the hind wheels by a force which acts precisely in the same direction as if they were moved by animal power, the direction being nearly a tangent to the curve. This being admitted, the flanges of the two exterior wheels sustain all the friction occasioned by curvature. It may be observed, however, that when the distance between the fore and hind wheels is comparatively very great, the direction of the force moving the hind wheels will vary considerably from the direction of a tangent, and consequently the friction will be diminished.

[*From the Philadelphia edition of Wood's Treatise on Railroads.*]

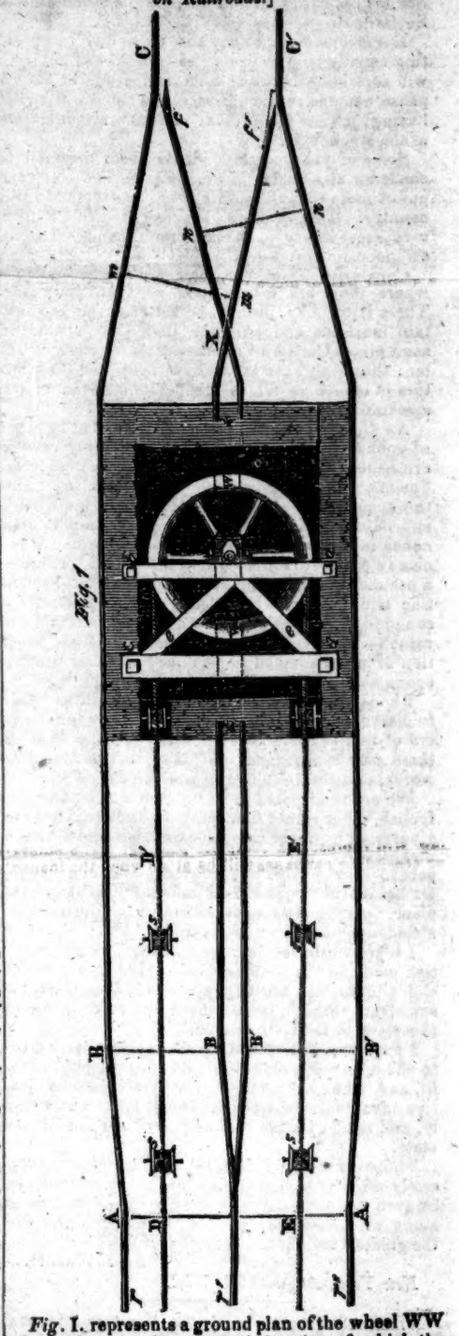


Fig. 1. represents a ground plan of the wheel WW of a self-acting plane, round the rim of which the rope winds, by which the loaded carriages drag the empty ones up the plane. The wheel is generally cast iron, about six feet diameter, with six spokes, and a grooved rim for the rope to wind upon, the groove being only of sufficient width to hold the rope within it as the wheel moves round; consequently the rope, when in action, only passes round one half the wheel, from *a* to *b*. At the top of the plane, a square hole is dug, the sides of which are lined with masonry, the top being nearly upon the same level as the Railroad; the wheel is then placed between two frames of timber, the upper of which *a b* and *c d*, is shown in the drawing. They are kept steady by the diagonal braces *e e*. The carriages on which the axle runs, are placed on the front of these frames; the upper one at *g*, and the other immediately below it, on which the ends of the axle that sustains the wheel rest, and on which it is at liberty to run freely round.

At the top of the inclined plane a certain space of ground, for about 20 or 30 yards, (varying according to the number of carriages run down at a time,) is

made nearly level, on which the loaded carriages remain until they are to be lowered down, and on which the empty ones stop after their passage up the plane; at the end of this level, or slightly inclining ground, farthest from the top of the plane, the wheel is placed, and small horizontal sheeves, *s s s s s*, are placed in the direction the rope runs, to prevent its being injured by dragging along the ground, and also to diminish its friction. These horizontal sheeves are placed at intervals of every eight or ten yards upon the plane, from one end to the other. The drawing will show the form of the periphery, of two kinds; the one being flat, and the other circular, and of a width just sufficient to admit the rope upon it; their diameter about eleven inches, with a flange on each side to prevent the rope from running off; they are made most frequently to run upon pieces of wood, and sometimes upon cast iron stands, placed upright upon the middle of the road; the axles are made of wrought iron, and where they run upon the upright bearings, about three-quarters of an inch diameter. The plane is then made into a proper slope, between the platform or level on which the wheel is placed, and the lower extremity, when a similar flat or piece of level road is made, for the descending train of wagons to land upon. The slope is either uniform, or such as the nature of the ground will permit. Sometimes it is necessary to make considerable bends or curves in the line of the road, but whatever be the form or length of the slope, it must always be terminated at each end by these platforms. The narrow parallel lines in the drawing will show the rails as laid down upon the platform; the wheel being placed below the level of the rail: the square hole is covered up, and the rails pass over upon the cover. In the drawing, the rails are broken off at *k k*, the cover being removed to show the wheel.

The dotted line A A, may be supposed to represent the one end of the platform, and the top of the plane. Three rails *r r' r''* are laid from this part nearly half way down the plane, of the requisite width between each rail, for the carriages to run upon, so that both the ascending and descending train pass upon the middle, and one of the outer rails: these are continued to where the one train of wagons has to pass the other. The three rails are then made to branch into four, in the same manner as from A A to B B, for a certain distance, sufficient to allow the carriages to pass each other; these four rails then converge into two or a single line of road, as shown at *c c*, and are so continued to the bottom of the plane, so that the parallel lines as shown in the drawing will represent a complete passing. The empty or ascending carriages will be at *c c* when the loaded carriages are at A A, and they will pass each other near D' E'.

In this form of plane, it will be seen, that the loaded carriages pass alternately down the sides D' D and E' E. For instance, if they commence their descent at D, one end of the rope being attached to them, and the other end being at E' E, at the foot of the plane, and fastened to the empty carriages, the loaded carriages will pass down D' D, and when they arrive at the bottom, the empty ones will arrive at the top, at E. Upon the other side of the plane, the loaded carriages, in the next operation, pass down the side at E' E of the plane, and the empty ones up D' D.

When used for passing boats from one level to another upon Canals, and also on several Railroads, a double line of road is laid from top to bottom of the plane, with a double line of rollers or sheeves: but the reader will perceive, that, in most cases, the one above described will answer precisely the same purpose. In very short planes the obliquity of the road, in passing from a double to a single line, will cause a retardation to the carriages, and also additional friction to the rope; but upon long planes this is scarcely felt, and the cost of a double road the whole distance would be considerably greater.

When the slope of the plane is not uniform, descending more rapidly in some parts than in others, or when the descent is so great as to give more than a requisite preponderance to the moving power, a brake is applied to the periphery of the inclined wheel, to equalize or regulate the velocity of the carriages down the plane; and in many instances, men traverse the plane with each train of wagons, and apply the brake or convoy of the carriages to check their velocity when required. The brake upon the inclined wheel will be perceived to have no power in checking the velocity of the carriages more than what is equal to the hold the rope takes upon the wheel in passing round its semi-periphery; for if the excess of gravity of the loaded carriages, above what is required to overcome the whole retarding forces, be greater than the hold of the rope, the wheel may be completely stopped, and the rope slide round the wheel, which, in some instances, might be attended with danger. The declivity of the plane should never be so great as to cause such an excess or preponderance of gravity, when such a wheel as this is used.

To the Editor of the Railroad Journal:

Sir:—I read in your paper a few days since, a very interesting account of McAdam roads. I also observed that you suggested to our Corporation the propriety of making an experiment, in some of our principal streets, of McAdam roads instead of pavements. I think the idea a very good one; and so I believe will any person who drives much about the city. Many of our thoroughfares are in a horrible condition: for instance, look at Chatham street and Square. The man who drives fast over these pavements may think himself well off, if he does not get indicted for manslaughter. Then look at the Third Avenue—the best road, I presume, in this country—your assertion that it is not a McAdam road to the contrary notwithstanding. I wish you would again refer to this subject, and if you can, give us some information relative to what may have been done in other places in the same way.

I am with respect, A Constant Reader.

The above communication relative to converting our paved streets into McAdamized streets is published with pleasure; and we also give the following examinations by way of complying with his request We think them altogether satisfactory in favor of the plan.

[From McAdam's Treatise on Road-making.]

Mr. James McAdam examined.

Have you in any instance tried the experiment of converting paved streets into roads?—I have in several instances taken up small pieces of pavement that I found upon the several road trusts, and substituted road. In the town of Stamford I took a piece up of considerable extent, which is now road instead of the pavement.

What has been the effect of the conversion of the pavement into road?—The expense has considerably diminished, and the facility of travelling very considerably increased.

Has any suggestion been made to you of converting the pavement of any part of the streets of London into road?—I have been ordered, by the Parliamentary commissioners having charge of Westminster Bridge, to prepare an estimate and report, with a view to convert that pavement into a broken stone road, which documents I have furnished; and I have reason to believe that the same will be immediately carried into effect. I have been also directed by the trustees and proprietors of St. James's square, to prepare (which I have done) the same documents, with a view to substitute a broken stone road in St. James's square, in lieu of the present pavement.

What is your opinion of the effect that would be found from its being carried into execution in all the streets of London, as to the reduction of expense, and benefit generally to the public?—I consider that the expense would be most materially reduced; the convenience of passing over the surface, there could be no doubt, would be generally facilitated, and made more convenient, particularly in the great leading streets, such as Piccadilly, Pall-mall, Parliament-street and Whitehall, and others of that description, the expense of the same weight of stone now put upon those streets as pavement would be obtained at infinitely less expense, in a different form, for the purpose of road-making.

Is it your plan to raise the present pavement, and convert that pavement into materials for making the road, or to bring new materials and dispose of the pavement?—For Westminster bridge I recommended to the trustees to sell the present pavement, because as long as pavements continue to be generally used, stone in that shape and size will always be valuable, and the same weight of granite I could obtain for the formation of the road over the bridge at 10*s.* 6*d.* per ton, the present pavement being worth a guinea per ton; but were the streets of London generally taken up, pavement would of course become of less value, and it might be broken for the formation of the roads.

Is that pavement of a quality calculated to make good roads?—The best material in the kingdom.

What proportion would the pavement now used in the streets of London bear to the materials necessary to the formation of the roads?—There would be sufficient for the formation of a strong durable road in the first instance; and I estimate that a supply of materials for the future care of the road, for a considerable time, would be left.

Would that answer in all the small streets of the metropolis as well as for the large and open streets?—I think not so well in the very narrow streets, which are liable to water, and where, from the width of the street, the thoroughfare must necessarily be upon one given spot. I beg, however, to observe, that the thoroughfare in those streets is extremely small.

Would the dust be increased or diminished by this alteration?—I consider, that upon a well made stone road, with the same care of cleansing and watering that is given to the streets, that the annoyance from dust would be infinitely less; and a road is more susceptible of retaining the water than pavement.

What would be the proportion of the annual expense between the paved street and the road?—Taking seven years, during which time I calculate that the pavement gets worn out, I should think the annual expense of the road would not be one fifth part, because in that seven years the whole value of the pavement is nearly lost.

What would be the effect produced upon the necessity of raising the road for the purpose of alteration of the pipes and other works under the streets?—At present, when this operation is necessary, a paviour, whose wages are from five to six shillings a-day, is required. Were the streets converted into stone roads, a laborer at eighteen pence a-day would perform the same service; and by due care in laying the materials on one side, and the earth on the other, the injury to the road would be extremely small, and the spot would very soon become obliterated; whereas in raising a part of a paved street it is quite impossible ever to unite the piece so raised with the rest of the pavement.

Supposing the pavement to be converted into a road, in that case, would it be necessary, when any pipe was repairing, to stop up the way to prevent carriages and horses passing?—Certainly not more so than at present, as that circumstance must always depend upon the width of the street. In very narrow streets, where the pipe lies in the centre, a large opening is necessary; it would follow as a matter of course that the street must be stopped; but upon large streets one side would be left free.

Would not a repair be more rapidly executed, supposing the way to be a road instead of a street?—Were the streets converted into roads, the repair of the roads would be almost unknown to the public, and no stoppage whatever would take place; the repair of such roads would be limited to a one-inch coat at a time, which would scarcely be known to persons passing in carriages, and the great inconvenience at present constantly felt in every part of this large metropolis by the necessity of repaving the streets would cease.

You assume that the roads for the streets in London must be made with granite?—Most assuredly, I should never recommend any other materials to be made use of for the roads in the town.

Mr. *William McAdam*, further Examined.

Have you, in the course of your practice, converted any paved street into a road?—Yes, I have; Fore-street Hill, in Exeter, forms part of that Turnpike trust; it is very steep, and was exceedingly slippery, so much so, that I never rode on horseback down it myself till it was converted into a stone road, it has been so for a year or two; it has answered every purpose, and stood remarkably well, and by being watered a little in very dry weather, I believe there is less inconvenience found from dust than when it was paved. I have heard some gentlemen say, that in coming up that hill with their carriages, it not being above a furlong and a half or two furlongs in length, they have saved from five to ten minutes time since it was made road; and I have heard coachmen say, that when they brought their horses quite cool to the bottom of that hill, they have been quite in a lather by the time they got to the top, from the terror of the horses in slipping about.

That was when it was paved?—Yes.

What kind of stone do you use for making that road? The pebble of the country picked from the gravel pits.

Have you converted any other part of Exeter from pavement into road? There is no other part of Exeter under the care of the trust; but in consequence of the effect which the Chamber of Exeter saw in Fore-street, they have broken up a great many of the streets in Exeter, and I believe are proceeding gradually to do them all. In the town of Newton Abbot there is a county bridge; the county have broken up the bridge lands, and converted it in a similar manner.

STEAM CARRIAGES ON COMMON ROADS.—The novelty, at least in this country, of the application of steam power to the propulsion of carriages on common roads has induced us to make frequent extracts from the report made by a select committee to the British House of Commons upon that subject, which establishes beyond a doubt its entire practicability. In No. 26 of this Journal may be found the examination of Mr. Walter Hancock, an intelligent and enterprizing gentleman, who is the inventor of an improved boiler for steam carriages, which is considered, by engineers fully competent to judge, as admirably calculated for the purpose. In that examination he states that his boiler is three feet in length, consisting of a series of ten chambers and ten flues in a perpendicular position, which present about one hundred square feet to the action of the fire. The chambers are necessarily narrow, and of course the generation of steam very rapid. The iron of which the boiler is constructed is thin, yet it is so supported as to sustain a pressure of four hundred pounds the square inch, although the ordinary pressure does not exceed from sixty to one hundred pounds the square inch. Mr. H. estimates that with this boiler one bushel of coke will raise the steam, sufficient for travelling in twenty minutes, but states that, if necessary, it may be raised in *five* minutes; after which for ordinary use and roads it will require one peck of coke and about ninety pounds of water per mile. It would seem that Mr. Hancock has been very fortunate in the construction of his machinery, so as to obviate entirely the inconvenience to travellers which was apprehended from noise of the machinery when the carriage is in motion; as well as from the escape of surplus steam when the carriage stops, as will be seen from the annexed extracts—the first from the examination of Mr. John Farey, and the second from Hancock's own examination by the committee.

"Apprehension has been felt that these steam coaches will be found to give great annoyance to travellers passing them on the public roads, from smoke and the peculiar noise from letting off the steam; do you apprehend such results will take place?—I do not anticipate any great annoyance will result to travellers in other carriages. I have passed Mr. Hancock's on the road several times and Mr. Gurney's also, and have travelled in them often; horses take a little notice of them when in motion, but not much, and very soon become accustomed to them. I once met Mr. Hancock going very quick along the New road, and drew up to see him pass; I had no difficulty whatever in making my pony stand, though rather a spirited one. Mr. Hancock did not observe me; and as I wished to go with him, I turned and drove after him, and after a race to overtake him, I had no difficulty in drawing alongside of his steam carriage for a good way in order to speak to him, and get him to stop for me. The emission of hot air was very sensible, when following close alongside of the boiler at the hinder end of the carriage, but I did not observe any puffing of steam."

Mr. Hancock, on being asked "When you let off steam, does it produce any violent noise in stopping?" says—"I can give an instance to the contrary which occurred in London, which is the best place to put the thing to a test. About a fortnight or three weeks ago, Mr. Wilks was kind enough to mention my running on the Stratford road, and I wished him to present a petition from me to the House of Commons, and at the same time requested that he would take a ride with me in my engine on the Stratford road. I waited three quarters of an hour for him, and the machinery was working the whole of the time; there were hundreds of people walking round it, and I suppose they did not know it was working at all; there was no noise at all in the machinery; and you could not, unless you had gone to the back, have known that it was working."

And singular as it may appear, an explosion of his boiler would not be heard even by the passengers in the carriage, unless they were particularly attentive to the machinery when it occurred, as may be inferred from the following extract from his examination:—

Suppose that one of your boilers were to burst, what would happen? I will give the committee an instance. I was travelling about nine miles an hour with a boiler the twenty-fourth part of an inch thick. I was working then at 100 lbs. on the square inch, with thirteen persons on the present vehicle that I have now in use; and all of a sudden the carriage stopped, and for what reason I was at a loss to know. I got from my stage seat and went to the engineer to ask him what was the reason he had stopped the steam; he told me he had not stopped the carriage, and he immediately applied his hand to the guage cocks. I found there was neither steam nor water in the boiler. I immediately knew that the boiler was burst; they said they did not know it, as they heard no noise, and I told them that I did not mean they should know it. I said I would show them that it was so, and I took the boiler from the carriage and unscrewed it, and there were four large holes that I could put my hand into. This occurred from the chambers being too thin, and they drove all the water out of the boiler, and yet there was no injury to any person; there was not one person that heard any report; there was no steam, and there were no symptoms in any way that the machine itself had burst.

Do your boilers extend under the place where passengers sit? No, quite at the back.

These, it will readily be perceived, are very important points gained, and they will in a good measure remove the most serious objections that have been urged against the introduction of steam carriages upon common roads, at least where the country is gently undulating.

In Nos. 27 and 28 of the Journal we gave the *report* of the committee, in which they say that the practicability of the enterprize they consider fully established, and that "these inquiries have led the committee to believe that the substitution of inanimate for animal power in draught on common roads, is one of the most important improvements in the modes of internal communication ever introduced." This report is accompanied by the evidence given upon the subject by several eminent engineers, not otherwise interested in the matter, as well as gentlemen who have been engaged in the construction and use of steam carriages, all of whom speak in high terms of Mr. *Gurney* and Mr. *Hancock*, and of their almost certain ultimate success in bringing their carriages into successful competition with, and probably entire exclusion of, common stage coaches.

Although we do not *at present* anticipate any attempts to introduce them to any extent into this country, as our roads are not in a suitable condition to admit of it; yet we deem the subject of sufficient importance to warrant us in extracting largely from the documents in our possession, in order to call the attention of scientific and practical men to its investigation; and we therefore in this number make several short extracts from the examination of different gentlemen, that an idea may be had of their general character, and at the same time give notice that we shall hereafter probably publish at length the most interesting of them.

The annexed extracts cannot, we think, be read without at least producing a desire to see the experiment tried in this country; and if we may be permitted to suggest a suitable road for experiment, we would say that there is none more suitable than the Third avenue in this city, or that between Albany and Troy, —which, though very far from being *McAdam* roads, are probably among the best in this country.

From the examination of *John Farey, Esq.*

Had you occasion to turn any sharp corners when in Mr. Hancock's carriage? Yes, many; the yard of his premises is exceedingly narrow and inconvenient to turn into and out from, but it is done with ease by the steam-coach; but the same place would not do at all for a coach and four horses to put up at.

Going at what speed can you turn round a sharp corner without any danger? I do not remember turning with any considerable speed, nor should it ever be attempted with any carriage if it can be avoided, and there can be no pretence or necessity for going quick when turning a steam-coach, as its power is quite controllable, in which respect it has a great advantage over a common carriage; for four horses at the moment of turning, are very little under the control of the reins, particularly the leaders, and it depends upon their good will whether they choose to go slow or go quick when turning. In a steam-carriage, the conductor has such a perfect control of the power, that he can never fail in checking the speed at the moment of turning. I observed that Mr. Hancock's carriage is steered with the greatest ease; and will turn round in a very short space: I have seen him turn round in the new road to return without backing the carriage at all, although he was in the middle of the road when he began to turn.

If you had turned a sharp corner, could you have stopped immediately on meeting a carriage? Yes; the power of stoppage is most remarkable: that is one of the great advantages of a steam-coach. I have steered Mr. Hancock's carriage myself, and found it to be most completely under control.

The carriage may be turned in the smallest space that the wheels will permit it to go round in? Yes, in a much smaller space than a carriage with horses can turn, because it is so much shorter in the total length, and the power being completely under control, there is no danger in turning quite short; whereas no prudent driver will turn a four-horse coach round in a road, without the guard getting down and holding the leaders' heads; for they are not sufficiently under the control of the reins in turning to do it with safety.

Did you ever see a steam-carriage going down a hill? Yes, down the hill of the new road to Islington; and it was done with more safety than with any carriage with four horses; but I do not contemplate the descent of steam-coaches down very steep hills, for that supposes their getting up such hills, which is not likely to be accomplished soon, and the present coaches seem to me to be only fit for our most improved lines of roads, where all very steep hills have been reduced to moderate slopes.

Mr. Richard Trevithick, called in and examined.

Have you been long conversant with steam engines? Twenty-six years ago I invented a high pressure steam engine and a locomotive engine, and since that time Boulton and Watts's engines have been thrown aside in Cornwall, and the high pressure steam engines, with the improvements upon the boilers I have made, have been throwing Boulton and Watts's engines constantly out of use; there is not one of them now in use in the mines. The average of the duty of Boulton and Watts's engines, about twenty years ago, was taken by Mr. Gilbert, which gave, perhaps, about seventeen millions of pounds, lifted a foot high with a bushel of coals; and sometime after that, Mr. Gilbert made a report in the transactions of the Royal Society, that he had found one of my high pressure engines in Cornwall was doing nearly seventy-five millions; and, in the same report, he stated that they were doing nearly as seven to twenty-eight, or four to one, and as ten to one on the atmospheric engines.

Have you lately paid attention to steam carriages on common roads? I have noticed the steam carriages very much; I have been abroad for a good many years, and had nothing to do with them until lately, but I have it in contemplation to do a great deal on common roads; railroads are useful for speed, and for the sake of safety, but not otherwise; every purpose would be answered by steam on common roads.

Is your machine applicable to steam carriages? It is chiefly for that purpose, it works without water; now the Manchester carriages use four tuns a day—two tuns that they take in when they start, and two they take in midway of their journey; there is that weight to carry, and the loss of time.

You conceive steam carriages to be applicable to common purposes? Yes, to every purpose a horse can effect.

Have you any plan particularly applicable to that purpose? Yes, I have taken out a patent for that purpose. This, the plan which I produce, (*producing the same,*) will show the principle. I built a twenty horse engine in Cornwall, in order to try this: this I produce is for a ship engine. The bursting of boilers has been occasioned by the boilers being left under guage, neglected to be charged with water, and, I believe, by their getting foul and in-

crusting with salt from using salt water; the low pressure engines have burst as well as the high pressure; if the tubes of the boiler are heated red hot, and the engine is standing at the time water is still in, the boiler is quiet; but on the engine setting to work, a discharge of steam from the boiler to the cylinder causes a great obullition in the boiler, and the water splashing over the hot sides make a superabundant generation of steam. The space that would be filled instantaneously from the hot tubes being suddenly cooled, the space occupied by that superabundance would fill three hundred times the space usually allowed for steam, and a safety valve of five times the size would give no relief, or not in time; a proof that a high pressure steam engine boiler has not been broken generally by the pressure of the high steam, but from being heated, is because the portable gas-holders are about ten inches diameter, and the sixteenth of an inch thick, and they are charged with 30 atmospheres, or 450 lbs each without accident; an accident never happens to them, and the pressure is not half so great as on half the strength of iron; the boilers of steam engines in Cornwall have burst that have not been loaded to an eighth part of that pressure for the same substance and size of boilers.—Therefore, that is a proof that they must have been broken by the heating of the boiler, and suddenly cooling it by a sudden expansion. The gas holders have never been heated, and have never been injured. I have known instances whereby turning cold water into a red hot boiler they have exploded. An engine I had the care of was injured by neglect of one of the enginemen in that way. The boilers to the high pressure steam engines on my construction are cylinders, one in the other, the inner cylinder containing fire, and the outer cylinder surrounds the water, and leaves a space of about a foot between the two tubes of water. Where they have been neglected the fire tube has been made red hot, and the splashing of water over the hot tube from the ebullition occasioned by the escape of steam, has burst the boiler by the water flowing over the red hot sides, and generating steam faster than it can be discharged.

By neglected, you mean that the tubes were not completely covered with water? They are not covered with water. With my inferential engine that never can be the case.

* * * * * *

Do you conceive that your engine, of which you have produced a plan, is as applicable to carriages on roads as to the propelling engines at sea? Yes, that is one object I have in view, and for agricultural purposes, for ploughing, and every other purpose.

Have you ever calculated what the weight of a carriage would be with one of your engines? Yes; I am looking to see the necessity of the doing away with the supply of water that I have done away with; but, in dispensing with the water, I shall save three quarters of the fuel; every time we double the force of steam we save seventy-five per cent. upon it. This engine, I conceive, will not take one quarter part of the fuel; one charge of water will do for a month. I have just taken out a patent for my engine.

Do you condense with a sufficient rapidity to take from the piston the pressure of the returning steam? Yes; there was an engine which had been working with high steam and one of my boilers, and the cylinder was enclosed with brick work to keep off the external air: while I was abroad they took down the brick work, and set it at a distance from the cylinder of four or five inches, and turned the draught from the fire round the cylinder to keep it off, and from that made more than sixty per cent. difference in the fuel; if the engine was doing forty millions to a bushel of coals before, it then did sixty-three millions, and they burnt five bushels of coals to keep the cylinder hot. If they had put that under the boiler, it would have done forty millions as before; but in putting in five bushels round the boiler, it did three hundred and fifty-six millions; then the difficulty was to know how it would make that difference. I could not at first make it out; however, it turned out afterwards how it was, and it was the steam; when coming in upon the piston, the cold sides of the cylinder took out a part of the heat; these are single engines; the steam is returned under the piston upon the engine going that stroke again.

* * * * * *

Are there any additional observations you wish to make to the committee? There are. I was asked what I had performed, and what was my opinion as to whether steam power could be made useful on common roads in general, and the difference in effect between broad and narrow wheels on such roads, respecting their breaking up or settling down the surface, and what farther advantages I might expect from my late improved steam engine? In answer, I beg to say, in 1804, I invented and introduced the high-pressure steam and locomotive engines, and, also, in 1813, invented the iron tanks and buoys for his Majesty's navy. In 1814, I was engaged by the Spanish government to construct in England nine high pressure steam engines, and a mint, with pump work, and every thing complete for draining the great mines of Pasco, in Peru: they weighed 500 tons, in 20,000 pieces, the boilers each of six tons weight, all in single plates, and the cylinders each in six pieces, all carried up the mountains on mules' backs, and put together on the spot, by which the mines were effectually drained, the ores wound up, smelted, stamped and coined; they remained in full work until the Spanish army retreated through the mines before the patriots, and, on their retreat, broke the engines, and threw them into the engine pits. For a report of my progress in Peru, see the first number of the Geological Transactions of Cornwall, copied from the Lima Gazettes. In reply to the questions put to me by the committee of the House of Commons, respecting the probable process of steam power for locomotive purposes, I beg to say, on railroads, they have been proved to be useful to a certain extent, but are still defective, on account of their great weight of machinery and water, and the difficulty of getting water at all times, also a want of permanent safety against explosion; but, from a late improvement of mine, these obstacles are now removed, and when these late improvements are combined with my former locomotive engines, they can be constructed so light as to travel at almost any speed, and thousands of miles without a supply of water, and the risk of exploding is reduced to an impossibility, with a saving of considerably above fifty per cent. in fuel; all those improvements will appear in my statement hereafter. * * *

The arrangement of this new engine embraces every advantage that can be wished for; safety, saving of fuel, lightness, little room, simplicity, and nearly independent of water, it can be made applicable to any purpose, and, much more effectual than horse power, the first cost of erection far less than a quarter the cost of horses, for the duty performed, independent of the difference of expense between coals and horse feed, because a one horse engine will, by constant work, perform the work of four horses every twenty four hours. For breaking up and tilling large commons, very little establishment will be required. Another great national advantage will be fish, as it will be in the power of every fishing-boat to get a small engine, and bring fish to market all round the coast while fresh, independent of wind: this may be carried by locomotive engines, in a few hours to the interior of the country. Besides, every merchant ship will be propelled by steam, as an engine of ten tons weight on the deck, occupying very little more room than a ton cask, would propel a ship of 500 tons five miles per hour with sixpence worth of coals, and will also pump the ship, weigh the anchor, and take in and out the cargo. The principles of the leading power being matured, all the applications will soon follow.

Mr. Nathaniel Ogle, called in and examined.

What is your profession? I have no profession; I am pursuing the introduction of locomotive engines on common roads.

Have you invented any carriage of this description actually now in practice? Yes, partly so.

Have you run your carriage for any length of time on public roads? About 800 miles, or rather more, over roads of various descriptions, and up lofty hills.

Will you describe, generally the nature of your carriage, and of any improvements you have made since you first turned your attention to the subject? The object in all locomotive vehicles is to obtain a mode of generating steam that shall give the command of a sufficient power, under all varying circumstances to be met with on the common roads.—We have obtained that desideratum, by combining the greatest heating surface in the least possible space, with the strongest mechanical force, so that we work our present boiler at 250 lbs. pressure of steam on the inch, with the most perfect safety. Our experimental vehicle, weighing about three tons or rather more, we have propelled from London to Southampton, and on the roads in the vicinity of Millbrook, at various speeds. The greatest velocity we obtained, over rather a wet road, with patches of gravel upon it, was between 32 and 35 miles an hour, and might have been continued under similar circumstances, and we could, on a good road, have increased that velocity to 40 miles. We have ascended a hill with a soft wet bottom, rising one foot in six, at rather a slow rate. We have ascended one of the loftiest hills in the district near Southampton, at 16 1-2 miles an hour. We have gone from the turnpike gate at Southampton to the four mile stone on the London road, a continued elevation, with one very slight descent, at a rate of 24½ miles an hour, loaded with people. The locomotive vehicles used on the Liverpool and Manchester railroad would not go at the rate of three miles an hour on a common level road, and would not ascend any hill; and on account of the diameter of their boilers, cannot, scientifically speaking, be considered safe. The vehicle is under perfect control in every respect. No accident from explosion can take place. We have had whole families of ladies, day after day, out with us in all directions, and who have the most perfect confidence. We are now upon the point of establishing a factory where these vehicles will be made in numbers; and a great many are already required by coach proprietors, carriers of merchandize, and others, for their use on the public roads. Railroads, excepting in very peculiar situations, are behind the age; and it is my decided opinion, that those who embark capital in constructing them will be great losers.

* * * * * *

Have you one or two safety valves? Two.

At what pressure do you usually work your carriage? Two hundred and forty seven pounds on the square inch of the boiler, but we have worked it at a greater pressure than that.

To what pressure do you usually weight your safety valve? Two hundred and forty-seven pounds.

Then you travel always on a lift? Yes; we are always glad to see our steam blowing off, and when our fire is even moderately good, it is always blowing off, even up the steepest hills, proving an excess of power.

Does that create any annoyance to passengers along the road? None whatever; the waste steam is carried round a double casing of the fire place, then brought over the surface of the fire, where some portion is consumed, and the rest passes off through a very small chimney in an æriform state.

Do you use coal or coke? Soft and good coke, which easily ignites and burns rapidly.

You have not any annoyance then to passengers from smoke from your carriages? None, whatever; there is no appearance of smoke, except on lighting the fire with wood, which is necessary to ignite the coke.

That takes place before you start? Yes; but even that will not be necessary when everything is arranged.

You state that your carriage is under the most perfect control? Perfect.

Supposing you were going at the rate of ten miles an hour on a level road, in what number of feet do you suppose you could entirely check the carriage? It would be difficult to state precisely the number of feet; but certainly in a less space than you could stop a pair of carriage horses going with the same weight attached to them. I have no hesitation in saying, that a steam vehicle is safer in every respect than one with horses, that it is under more complete management at the same velocities and with the same weight, that it is more easily controlled, and that none of the accidents from fractious horses can take place with steam carriages.

Do you find that horses are generally frightened by passing your carriage? Very few indeed; persons usually alarm their horses, (the animal being quickly subject to alarm,) either by dismounting or patting them, and thus anticipating apprehension.

* * * * * *

Are your wheels dished, or are they cylindrical? Cylindrical, with flat tires.

What are the diameters of your propelling wheels? We have generally used them about six feet; those we have now are about five feet six.

Have you changed the diameter from experiment, from finding the smaller diameter more convenient? From finding some wheels with the spokes cut through, whether intentionally by the workmen, or from mere neglect, we could not tell; but they were merely reduced from six feet to five feet six.

For a carriage calculated to carry eighteen persons what would be the length, and what the breadth? I think that our next will measure eighteen feet six; that is not so long as a carriage with two horses; the breadth six feet nine inches between the wheels.

During the course of your experience, have you met with any accident, such as the breaking of your machinery? None whatever of any denomination; not one bolt, not one screw, has ever given way,

during a period of twelve months, and under circumstances which would have utterly destroyed any other carriage, and very much to the surprize of engineers, who are sadly misinformed on all points relative to steam coaches, and have never advanced their success.

In the improvements you are now engaged upon in your carriage, are they relative to the size and weights of the different parts, or merely in the conveyance of the goods and passengers? They are more in improving slight details; the power we have beyond all question to propel vehicles of any weight, at any required velocity.

Have you made many experiments as to the size of your cylinder? We have made several experiments.

In reference to the usual velocity you require, and the weight you have to carry, what do you find the most advantageous size of cylinder? The larger the cylinder, certainly, the better; but were I to give definite answers to such questions, it would be giving too much information to those opposed to us.

Potomac Bridge.—We learn from the Phœnix Gazette, that the bridge across the Potomac, between Washington and Alexandria, is to be rebuilt by government on the old site. The width of the river at that spot is 1722 yards; 38 yards short of a mile. The bridge is to be not less than 36 feet wide. There are two principal channels in the river, and at each there is to be a draw which will admit the passage of the largest vessels navigating the Potomac above the bridge. At a suitable distance from the draws, and on both sides of each, there is to be an arch under which an ordinary steamboat may pass. The draw at the eastern channel is to be not less than 35 feet, that at the western not less than 56. All practical attention is to be given in the construction to preserving the navigation. A premium of $200 will be paid for an approved design.

The eastern channel is 222 yards wide, the western 450; the depth of water 9 feet in the former, 28 in the latter, at low water. The greatest rise of tide is about six feet. Of the 1050 yards between the two channels, 750 have a depth at low water of only 3 1-2 feet. The middle channel is 300 yards wide, and has but 7 feet water.

[*From the American Farmer of June* 15.]

NEW CHINESE MULBERRY.

Charles County, Md. June 5th, 1832.

Mr. Smith:—In your number of the "American Farmer," of the 25th of May, you recommend to the growers of silk in our country, the culture of the above named tree in preference to the "white mulberry." The writer of these few remarks would be glad to know, if the "new Chinese mulberry" has been proven by its use in the making of silk, to be equal to the white mulberry (*Morus alba*) of China, and if so where it has been used. It is a well known fact, that the silk worm will feed upon the *Morus rubra*, (red mulberry,) a native of our own country, which in some of the states spontaneously springs up, when a native forest is cut down, particularly if the land be enclosed, but the experience of Mr. *Deslongchamps* as recorded in his essay upon that subject, in page 11th, shews that the leaves of this species do not suit the constitution of silk worms. If that be the case with the leaves of the "red mulberry," ought we not to have some evidence of the equal fitness of the "new Chinese mulberry" recommended by you, with the "white mulberry" so generally cultivated in foreign countries for the food of the silk worm, before we discard it for the new kind? The history of this new kind, as well as that part of China of which it is a native, and the reasons for believing it better than the white kind or equal to it, as *proven by its use*, would be gratifying to those who are about planting trees for the production of silk, among which number is the writer.

Should your recommendation of the *Morus multicaulis* be sustained as to *results* from its use, (not as to the texture alone of the silk, but as to its suiting the constitution of worms) the writer, as well as many others, would be glad to obtain some of the trees you expect to have in November next for sale. Amongst the preferences given to the "new Chinese mulberry" by you, is the "large" size of its leaves. The general opinions of writers upon the subject, and particularly of *Dandolo* and *Deslongchamps*, are, that the large broad leaves are not as nutritious as the small ones, and it has generally been said and written, that "the best mulberry leaf of any species is that which is called the double leaf; it is small, not very succulent, &c." The beautiful and delicate silks of China which first attracted the attention of other parts of the world to the fabric, were made from the mulberry tree bearing the smallest leaves. These practical opinions and facts are rather opposed to the preference given by you to the "large leaves" of the "new Chinese mulberry," and without they have been proven by their application to the use spoken of, to be equal, in every respect, to the "white mulberry" tree, I do not think we ought to prefer its culture.—If on the contrary, the quality of the new kind be equal to the other in every respect, it certainly ought to be preferred, for the reasons given by you.

You say that 20 trees will produce "20,000 in three years," if your instructions be followed in planting them, and that the trees offered by you will be put up in "packages of twenty." Mr. Rush, in his communication to Congress, says, in Doc. No. 158, that "one tree will feed 6,000 worms, and will produce one and a half pounds of silk," and that "an acre of ground will produce 60lbs. of silk in a season." This calculation places the trees in the plantation at 33 feet apart, and 40 trees to the acre. Taking Mr. Rush's statement as correct, the 20 trees offered for sale in each package, will make a plantation of 500 acres. There are but few men in our country, who could, if so disposed, establish so large a plantation, and of course who would want 20 trees to begin with. Would it not be more accommodating to the public, to dispose of the trees in packages of *five* in number?—This information might induce many to send in their names as requested, who otherwise may not do it.

Pomonkey.

The remarks of the Editor of the Farmer upon the above, will be published in the next number of the Journal.

We take the following extract from *Prince's* Treatise on the Vine, and shall hereafter make further extracts from the same, and other works on the same subject:

Origin and native country of the vine, &c.—Not only, as Chaptal truly remarks, are we indebted to Asia for civilization and the arts, but also for the most of the cultivated grasses, fruits and vegetables, and even for the vine. By some authors it has been supposed to be a native of Syria, but none of these appear to have possessed any proofs on the subject. The accounts of Andre Michaux, who found it in the woods of Manzanderan, and of Olivier, member of the French Institute, who saw it in many parts of the mountains of Curdistan, as well as the circumstance that the most part of our acclimated fruits, and our domestic animals, come from upper Asia, banish all doubt of the fact that Persia is its native country.

Pallas also found the vine growing naturally upon the Caspian and upon the Black Sea, and it is also very common in the Crimea.

The introduction of the vine to those countries where it is now cultivated to the greatest extent, was gradually from more eastern climes, whence it was first brought to the southern parts of Europe. In the time of Homer it grew spontaneously in the island of Sicily, and probably upon adjacent parts of the continent; but it was not improved by skill, nor does it even appear that the rude inhabitants extracted a liquor from it. It was not until a thousand years after this period that Italy could boast, that of the fourscore most celebrated wines, more than two-thirds were the produce of her own soil.

A highly interesting and curious account is given by Dr. Sickler, of its gradual migration to Egypt, Sicily, and Greece. The Phœnicians, who had widely extended their commerce, and who frequently explored the coasts of the Mediterranean, introduced the culture of the vine into the isles of the Archipelago, and afterwards into the island of Sicily and into Greece; and lastly to Italy, Provence, and the territory of Marseilles.

[*From the Raleigh (N. C.) Star.*]

Alfalfa, or Spanish Clover.—The Western Carolinian publishes a letter from a gentleman in Valparaiso, Chili,) the late Editor of the Carolinian, and now Navy Agent on the Pacific station, we presume,) to his friend in Salisbury, which gives an interesting description of a valuable grass, a box of the seed of which, containing the twelfth of a bushel, he had also forwarded to the same individual. This grass, he says, is the clover of the Spaniards, and called, in the language of the country, Alfalfa. It grows luxuriantly in all parts of Chili and Peru, and is the only kind of grass cultivated in those countries. It supersedes in a good degree the use of grain, for feeding both horses and cattle. All animals, whose food is herbaceous, eat it greedily; and they thrive better than on any thing else that can be given them; and horses that are fed on it altogether are remarkably hardy, performing journeys and enduring fatigues which in our country would appear incredible. It grows luxuriantly near Valparaiso, lat. 33 degrees south, on high and airy elevations, but, like every other crop in Chili, it must be irrigated twice or three times a week during the dry season. It likewise thrives well in the valley of Lima, lat. 12 south, *where it never rains*. After it becomes thoroughly rooted, it will resist both drought and frost. The fibres of the root will continue to seek moisture as it recedes from the surface, until they extend themselves to the distance of fourteen or fifteen feet. The writer declares that he would not exchange a luxuriant field of this extraordinary grass for a moderately productive gold mine. He directs that the seed be distributed amongst several intelligent farmers and agricultural societies, for the purpose of making full and satisfactory experiments of its congeniality with our soil and climate.

[Remarks.—We publish the above for the purpose of accompanying it with the remark, that the clover mentioned is most probably the *Lucern*. We have twice received seed from the same part of South America, said to be a new and superior variety of clover, but which proved to be lucerne, and the description given of the above is similar to those we received.—Ed. Am. Farmer.]

Railroads in the United States.—Next to the Grand Canal, we deem the Baltimore and Ohio Railroad one of the noblest enterprizes ever undertaken in this country: it will be, when completed, the longest continuous line of Railroad in the world. It will not, however, long remain so, as we with confidence anticipate the construction of an *Atlantic Railroad* passing through the principal cities in the Atlantic States, from Maine to Georgia,—upon which one may travel a thousand miles with as much ease as he can now travel the fourth part of it. Railroads will also intersect this country in various directions. One is projected, and already commenced, from Boston through New Hampshire, and Vermont to Ogdensburg, N. Y.: and it will not stop there; it will in a few years be continued on through Jefferson, Oswego, Onondaga and Courtlandt counties, to Binghamton, there to intersect the great Western Railroad from New York to Lake Erie,—is it too much to say, to the Mississippi? There will also be the Pennsylvania and Maryland Railroads, and one from Harper's Ferry, through the valley of Virginia, to Tennessee. Will there not be another in Virginia from Richmond, to intersect the first in the valley? There is no doubt of it. "Old Virginia" cannot rest easy and see Baltimore take all the trade from the West; she *must* make a Railroad in self-defence. North Carolina, too, is calling loudly upon her sons to step forth and vindicate her character, to show the world that she is not to be left in the background. The Central Railroad, and also the Cape Fear and Yadkin Railroad, are projected, and a large portion, we believe, of the stock subscribed among her own inhabitants on the routes. This is as it should be. Those to be benefitted should step forward and sustain the enterprize. North Carolina *will* have a Railroad or roads from her navigable waters to the mountains; and she, too, may pass those barriers, and claim a share of the riches of the West;—she will at least compete for it. We shall give occasionally some of the numbers of Carlton upon this subject, which were a long time since received, and should have been mentioned at an earlier date. As for South Carolina she has done nobly in Railroads; she will soon have completed, and in operation, one hundred and thirty-five miles of Railroad in one line,—a greater extent than can be found elsewhere together. It certainly speaks loudly in favor of the enterprize and perseverance of the citizens of Charleston; for we presume it must be mainly attributed to their influence that it has progressed as it has. Bolder and more important

schemes have been undertaken and brought to a successful termination; yet none more praiseworthy, when we take into consideration the circumstances attending its origin and progress.

With an Atlantic Railroad passing near the seaboard, or through the principal cities from Portland to Georgia, with others branching from it, as from Boston to Ogdensburgh, from New York to Lake Erie,—from Philadelphia to Pittsburgh,—from Baltimore to Wheeling, with a branch through the valley of Virginia from Harper's Ferry; also, one from Richmond up James river to the mountains, and perhaps to the Ohio; one through North Carolina to Tennessee, and another from Charleston, S. C. to the same fertile country,—we should have little apprehension of a dissolution of the *Union*. It may be asking too much of others to desire them to anticipate the half above enumerated, but for ourselves we have no doubt of the construction within a few years of the majority of them; together with numerous others of less magnitude not mentioned. The facilities for intercourse afforded by Railroads, will have a great influence in removing the prejudices now cherished by one section of country against another. They will enable us to visit different sections, to compare our *own* faults with theirs, and to find that there is not, after all, so much difference as we apprehended.

This may be taken as a fair specimen of what the Journal is to be, except as to *quantity;* we do not usually give over five or six pages in each number relating to Internal Improvements: the other ten or eleven pages are devoted to the news of the day, Miscellany, and the Review of the Week, from the New-York American.

From J. Knight, Esq., Chief Engineer of the Baltimore and Ohio Railroad.

BALTIMORE, *Aug.* 28, 1832.

To the Editor—I take this occasion to express my approbation of the Am. Railroad Journal, and a hope that its patronage may be sufficient to sustain it. I have experienced much pleasure, andderived much information from its perusal. If bound and preserved it will be a valuable book of reference to engineers and others.

It is calculated to promote the great objects of Internal Improvement in a high degree, and no country will experience more benefit from such improvements than the U. S. Our country is highly productive, widely extended, and populated by a race who are enterprising and ingenious. To a people so circumstanced, certainty and rapidity of movement from place to place, both of property and persons, will ever be a desideratum. It is so in the Island of England; how much more so upon this continent!

To turnpike roads and canals, railroads must be added, and there can be no doubt but that these last will occupy a very prominent place in the system, if indeed they do not supersede canals in nine cases out of ten.

The very great advantages of speed and winter travel will be secured by the Railway system. This is abundantly evident from what has already been performed; but if we indulge in the contemplation of what will in all probability result from the improvements of Railways, and especially of the machinery to be employed upon them, there is very strong grounds to believe that this mode of conveyance will far exceed all others in celerity, and in its adaptation to the wants of an extended community. Respectfully, J. KNIGHT.

D. K. Minor, Esq.

OFFICE OF CONSTRUCTION B. AND O. RAILROAD,
Baltimore, August 15th, 1832.

Respected Friend:—

Thy letter of the 8th instant was duly received, and the arrangements referred to have been made, according to thy request. * * *

With regard to the continuance of the "American Railroad Journal," I can only say, that I hope its favor with the public may be commensurate with its intrinsic merits.

It appears to me that it should be known, to be fully appreciated, and from the "*signs of the times*," I think it cannot fail of commanding an extensive patronage.

To those interested in the Internal Improvements of our country,—but more especially in the construction of Railroads, I consider it an important auxiliary in the present state of knowledge, or rather, of *ignorance*, upon the subject. The Railroad system is yet in its infancy; but every day's experience proves that it is making advances to maturity. I believe its growth may be much accelerated by a collection of the facts and principles already known, and diffusing them extensively through such a medium as the "Journal." For this purpose, it would be desirable to obtain the aid of scientific and *practical men*, engineers, and mechanics, from every section of the Union.

Their contributions would add greatly to its value upon the main subject, and not materially diminish the interest to the general reader, who may still find, in its ample columns a fund of interesting miscellaneous matter of a much more useful and substantial character than is often met with in weekly gazettes. In this opinion I am sustained by the recent expressions in its favor of several gentlemen of intelligence, subscribers to the Journal in this State.

I hope, therefore, thy exertions in the "good cause" may be continued with unabated zeal. Respectfully thy friend, JAMES P. STABLER.

D. K. Minor.

THE AMERICAN RAILROAD JOURNAL is a valuable publication which we ought to have noticed ere now. It is published at New York, by D. K. Minor, at $3 a year, *in advance*,—a rule, by the way, which ought to be adopted by all publishers of journals. The more peculiar topics of this publication are daily growing in interest; it is not, however, confined to these, but embraces other modes of "internal improvement," as also agricultural, literary, and miscellaneous information, together with the current news. Party politics are excluded. The terms are low, especially as it is the design of the proprietor, with proper encouragement, to illustrate by engravings as well the rails and carriages now in use, as new inventions in both. It is in a neat quarto form, of 16 pages to the number, well printed, and merits encouragement from the country at large, and not the least from our own city, to which the diffusion of correct knowledge touching this mode of transportation, is more particularly a matter of moment. We cannot but continue confidently to hope that just information on this point will eventually ensure the successful completion of our own great enterprize, by awaking the mind of the public to its transcendant superiority. This must be the issue; but we are interested that it should be hastened; and such a publication as the present is one of the means, and deserves patronage as such, best adapted to that object.—[Balt. Patriot, 28th August.]

RAILROAD JOURNAL.—Some time since, we made one or two notices of the "Railroad Journal," a weekly paper issued in New-York, by D. K. Minor, Esq. publisher of the New-York American. We have now before us a complete file of that excellent paper, and feel bound to ask attention to its merits. The publisher gathers whatever concerns internal improvement, and presents it in an interesting form; and when the limits of his paper will (as it always does) allow of variety, he selects from the interesting literary and political department of the New-York American. It is the intention of the publisher to give in future numbes, if his patronage warrants, (and we cannot doubt that it will) engravings of all new inventions in Railroad Machinery. We are glad to hear that able Engineers have expressed their decided approbation of Mr. Minor's publication. We hope their approval will tend to extend its fame and increase its circulation.—[Phil. United States Gazette.]

FOREIGN INTELLIGENCE.

TWO DAYS LATER FROM ENGLAND.—The Barque Orbit, from Liverpool, has brought London and Liverpool papers to the evening of the 21st July. There is not much in the way of news by this arrival, but the items of intelligence are not wanting in interest, and serve to keep up the chain of events. There is nothing further relating to Dom Pedro's expedition, except some unofficial particulars, which will be found below. Accounts from Holland and Belgium are more warlike than ever, if such paragraphs as the following, from the London Standard of July 19th, are to go for any thing:

Things seem to be coming towards a crisis in Belgium. To-morrow is the "last final day," and both parties are preparing with all their powers of actual conflict. In the sitting of the 12th at Brussels, the Minister for foreign affairs declared that it was impossible for him to name the day when recourse would be had to arms, even though that day might be already fixed.

The Prussian State Gazette contains the following important paragraph:—"The British Embassy have declared, that a fleet is preparing to employ measures of rigor against Holland, to obtain the evacuation of the citadel of Antwerp: but our Government is strongly opposed thereunto, and has declared that neither the French, nor the Belgians, nor the English, shall occupy the citadel before the affairs be completely arranged."

The marriage between the King of Belgium and one of the daughters of Louis Philip is positively fixed for the 7th Aug. whatever may be the state of the negociation on the Belgic treaty. The marriage will take place at Compeigne with the least possible display and expense. The King of Belgium will leave Brussels for Compeigne on 3d August.

Leopold has prorogued the Belgian Congress; an attempt was previously made by the opposition members to obtain from his ministers some explanation on the subject of the acts of the London Congress, but without effect. We would hope that the Commander of the citadel of Antwerp will find no excuse for carrying his threatened destruction of the city into effect, though we are not without our fears that before matters are settled, the envy with which Holland has always regarded the commercial advantages of Antwerp may, in the present state of excited feeling between the two countries, be productive of some injury to its prosperity.

From France there is nothing new.

In England the condition of Ireland continued to keep alive the apprehensions of the country. It was not believed that the bill for the modification of the tithe system, which has passed the House of Commons, would at all soothe the Irish people.

We perceive, by a late trial in the Court of King's Bench, it has been decided, that if the steersman of a steamboat, by carelessly coming too near another vessel, thereby sinks her, owing to the swell of the water, the proprietors of the former are liable, although there should be no actual contact.

CHOLERA.—The report of the 20th gives, for England and Scotland, 369 new cases and 136 deaths. In Dublin, 17th, 174 new cases, 55 deaths.

Cholera in Paris.—The official bulletin of the cholera for Sunday states the deaths in the hospitals to have been 45, and at home 125. The number of new cases admitted into the hospitals was 149, and the patients discharged cured 23. I regret exceedingly to state, on the authority of a respectable physician, that the deaths on Sunday were between 300 and 400, while the official return represents them as having been 128.

From Sumatra.—Captain Marshall, of the brig Olive, arrived at this port on Monday from Sumatra, whence he sailed on the 28th April, states that the natives on the coast have been very civil since the visit of the Potomac frigate, and are alarmed at the appearance of every vessel bearing the American flag. The Olive was taken for a sloop of war in disguise at a port not far from Qualla Battoo, and the natives fled into the interior, taking with them all their valuable effects.—[Boston paper.]

NEW-YORK AMERICAN.

AUGUST 25, 27, 28, 29, 30, 31—1833.

LITERARY NOTICES.

THE BRITISH DOMINIONS IN NORTH AMERICA, by Col. Joseph Bouchette, Surveyor-General of Lower Canada; 2 vols. 4to.—We have already copied one or two notices of this splendid and costly publication from British journals; and now, having looked through a copy of it, are enabled to give a more particular account. This valuable topographical and statistical work is in two volumes quarto, embellished with landscapes and plans of towns and harbors, &c., and is accompanied with elaborate geographical and topographical maps of the British possessions, on a large scale, including therein a considerable section of the northern United States, chiefly bordering on the River St. Lawrence, and the Lakes Ontario, Erie and Huron, and on which is satisfactorily delineated the boundaries of the two countries, *as claimed by each* respective Government. Judging by a cursory glance at the literary execution of the work, with a perusal of several extracts in the English papers, it appears to be written in an easy and agreeable style, and marked by such sentiments of liberality and good feeling, as proclaim both the breeding and the scholarship of the writer. The tone in regard to this country, whenever alluded to, appeared to be of cordial respect; and we cannot but unite with an intelligent correspondent in regretting that so valuable a work should not yet have found a circulation throughout the United States, particularly as so much of its subject matter cannot fail to be of deep interest amongst us. The unsettled question of the boundaries is treated of extensively, and what is of equal importance at least, the valuable connexion of these colonies with the United States. In short, to adopt the words of our correspondent, "the mass of substantial information presented in these volumes, is of a character to interest, not only the statesman, but also the merchant, agriculturist, the emigrant and the tourist; in fact, it is the most valuable work extant, as a topographical and statistical exhibit." This work has attracted the attention of the British public, in a way that must be highly flattering to the accomplished author; and when we mention, that while the price in England is 3 or £4, it may be obtained here for 22 shillings sterling, when a number of sets are taken, we trust that a publication so creditable to transatlantic, if not American talent, will meet with that patronage on this side the water which it so richly deserves.

PERCY ANECDOTES. 1 vol. 8vo. Harpers.—Somebody says that the stupidest book in the world is a jest-book; and we are half of his opinion, if to read it through at a sitting were meant. But no one will deny that anecdote reading, however nearly allied to the other, is among the most entertaining. If the collection be well made and judiciously put together, the mind is interested in or entertained by the individual anecdotes, while the appetite for more is kept from being palled by the variety of matter that is placed before it. Now here is just the volume that every body who has been running about the country for the last six weeks, would have given the world to have thrust into his valise, and taken along as a companion suited to every mood. The Percy collection is too well known for us to criticise, but its great defect has hitherto been the form in which it was published,—a number of small volumes, among which the selections were classified under different heads, so that each volume was devoted to but one subject. In the present edition the classification is still preserved, but the whole collection being brought together, the reader can refer to any part of it at his pleasure. Among the American Anecdotes at this end, we observe considerable additions, and several well selected sketches—such as these from "A Year in Spain," and other American writings of celebrity. Though we might select from among these, we prefer opening the book at random, and giving, by way of specimen, a handful of anecdotes as we find them.

MRS. SHERIDAN.—Lady Lucan was heard to say a very neat thing to Mrs. Sheridan: 'You must certainly be a very happy woman, madam, who have the felicity of pleasing the man that pleases all the world.'

REPARTEE.—M. Lalande dined one day at the house of Recamier, and Madame de Staël, equally distinguished for her wit. Wishing to say something agreeable to the ladies, the astronomer exclaimed, 'How happy I am to be thus placed between wit and beauty!' 'Yes, M. Lalande,' sarcastically replied Madame de Staël, 'and without possessing either.'

HENRY CLAY.—A few years since, shortly after the agitation of the famous compensation bill in Congress, Mr. Clay, who voted in favor of this bill, upon returning home to his constituents, found a formidable opposition to his re-election. After addressing the people from the hustings, previous to the opening of the poll, he stepped down into the crowd, where he met an old and influential friend of his, named Scott, one of the first settlers of Kentucky, and of course, in his younger days, a great huntsman. This gentleman, stepping up, addressed Mr. Clay as follows—'Well, well, Harry, I've been with you in six troubles; I am sorry I must now desert you in the seventh; you have voted for that miserable compensation bill; I must now turn my back upon you.' 'Is it so, friend Scott? Is this the only objection?' 'It is.' 'We must get over it the best way we can. You are an old huntsman?' 'Yes.' 'You have killed many a fat bear and buck?' 'Yes.' 'I believe you have a very good rifle?' 'Yes, as good a one as ever cracked.' 'Well, did you ever have a fine buck before you, when your gun snapped?' 'The like of that has happened.' 'Well, now, friend Scott, did you take that faithful rifle and break it all to pieces on the first log you came to, or did you pick the flint and try it again?' The tear stood in the old man's eyes. The chord was touched. 'No, Harry, I picked the flint, and tried her again; and I'll try you again; give us your hand.' We need scarcely say that the welkin rung with the huzzaing plaudits of the by-standers. Clay was borne off to the hustings and re-elected.

GOLDSMITH'S MARLOW.—Mr. Lewis Grummit, an eminent grazier of Lincolnshire, met late one night a commercial traveler who had mistaken his road, and inquired the way to the nearest inn or public house. Mr. G. replied, that as he was a stranger, he would show him the way to a quiet respectable house of public entertainment for man and horse; and took him to his own residence. The traveler, by the perfect ease and confidence of his manner, showed the success of his stratagem; and everything that he called for, was instantly provided for himself and his horse. In the morning he called, in an authoritative tone, for his bill, and the hospitable landlord had all the recompense he desired in the surprize and altered manners of his guest. It was from this incident that Dr. Goldsmith took the hint of Marlow mistaking the house of Mr. Hardcastle for an inn, in the comedy of *She Stoops to Conquer*.

GENERAL ARNOLD.—During the traitor Arnold's predatory operations in Virginia, in 1781, he took an American captain prisoner. After some general conversation, he asked the captain 'what he thought the Americans would do with him if they caught him?' The captain declined at first giving him an answer; but upon being repeatedly urged, he said, 'Why, Sir, if I must answer the question, you will excuse my telling you the truth; if my countrymen should catch you, I believe they would first cut off your lame leg, which was wounded in the cause of freedom and virtue at Quebec, and bury it with the honors of war, and afterwards hang the remainder of your body on a gibbet.'

PAINTING THE DEAD.—Bacici, a Genoese painter, who flourished in the 17th century, had a very peculiar talent of producing the exact resemblance of deceased persons whom he had never seen. He first drew a face at random, and afterwards altering it in every feature, by the advice and under the inspection of such as had known the party, he improved it to a striking likeness.

MAJOR ANDRE.—It is certainly a very singular circumstance, that André should, in a very satirical poem, have foretold his own fate. It was called the '*Cow-Chace*,' and was published by Rivington, at New-York, in consequence of the failure of an expedition undertaken by Wayne for the purpose of collecting cattle. Great liberties are taken with the American officers employed on the occasion. With 'Harry Lee and his Dragoons, and Proctor with his Cannon.'

But the point of his irony seemed particularly aimed at *Wayne*, whose entire baggage, he asserts, was taken, containing

> 'His Congress dollars, and his prog,
> His military speeches:
> His cornstalk whiskey for his grog,
> Black stockings and blue breeches.'

And concludes by observing, that it is necessary to check the current of satire,

> 'Lest the same warrio-drover Wayne,
> Should catch—and hang the Poet.'

He was actually taken by a party from the division of the army immediately under the command of Wayne.—[Garden.]

ELIZABETH BENNETT, OR PRIDE AND PREJUDICE, by the author of Sense and Sensibility. Carey & Lea, Philadelphia.—It has long been a matter of surprize to us that our intelligent publishers have not long since taken up Miss Austin's excellent novels, which are better entitled to be termed "select" than any which are now coming from the press. But they have not only been hitherto passed over while forming collections, but as the title-page of this bears witness, not till now even re-published in this country. The fact is, we fear that the "Almack" school has so completely supplanted the "Edgeworth," in the domestic novel, that writings like those of Miss Austin do not repay the publisher as they ought, when compared in value with other works of fiction. This miserable taste, however, we hope is now changing among us; and the language of an English critic, in speaking of the reception of such works in London now, may be equally applicable here. "The day is over," says Mr. Jerden, "when titles and initials, Lady D., or the Duke of ****, charmed the bewildered reader, and 'anecdotes of high life,' whether true or false, silly or stupid, were taken on the authority of a title page. Fashionable is as much worn out as mythological fable; and Almack's is an Olympus whose literary reign, whatever may have become of its galopade sovereignty, is quite over." All this in England is easily accounted for: there the public taste has not only been sated, but gorged to nausea, by the immense quantities of this trash which has been discharged from the Press. The character of the times, too, calls for something more masculine and spirit-stirring in writings of fiction than these puling details of elegant puppyism. But more than this—the class to which they principally relate are looked up to with less respect and interest than they were some months since in Britain. The middle classes have lost much of their curiosity about "the doings of the exclusives," and the more respectable of the nobility themselves regard with contempt the younger members of their order, who add by their follies to their unpopularity in the existing state of things, and, in the trifling lives they lead, ape Rome's imperial fiddler when the city was burning. May we see no more of these silly caricatures of life and manners here, especially while such works as the one before us, with the excellent writings of the author of "Marriage," and the splendid romances of the author of Richelieu,—not to mention greater names,—may suffice for all those irreclaimable people who, by novel reading, wage hostilities with Time.

TABLETS OF RURAL ŒCONOMY.—This is the title of a weekly journal published at Newburgh, which is devoted to the improvement of American Agriculture. The Editor is *John W. Knevels*, Esq., a gentleman whose attainments as a Naturalist, and general scientific acquirements admirably fit him for the task he has undertaken—the dissemination of information upon all points connected with American

Husbandry, and more especially the *improvement* of Agriculture. These are objects which every friend of his country must have more or less at heart. The last one, particularly has every claim upon our interest. Rural œconomy, in this country as compared with England, may be said to be but little known, so far are we in our slovenly mode of cultivation behind her systematic farming. The cause, to be sure, is easily to be found in the prodigality with which the means of life are lavished here, and the superior quality but inferior value of our soil rendering its thorough cultivation of less importance than abroad. Still the more intelligent of our farming interest have been for sometime endeavoring to introduce the improvements of older countries; and publications like the one before us, which disseminate a knowledge of the principles of animal and vegetable physiology, and of chemistry as applied to agriculture, will be heartily welcomed by such as an acceptable, and, indeed, indispensable adjunct.—The first number was issued early in June, but it has only now come under our notice; and we are happy even at so late an hour in bearing our feeble tribute to its merit as an exceedingly useful and well conducted periodical. *

God's Visitation, its Reasons, and Use: a Sermon, by the Rev. W. R. Whittingham.—This discourse, which was pronounced in St. Luke's Church on the day of humiliation and prayer, recommended by the Mayor and Common Council, well befits the present season, and might be recommended for more reasons than one. It is conceived in the spirit o. true religion, and written in a tone of manly piety, that appeals to our sympathies. But as such grave themes are ill suited to these light notices, we can do but little more than extract one or two passages, which have struck us, and refer our readers to the perusal of the sermon itself. Few rational persons will dissent with the *whole* spirit of the following passage, while every one must admire its beauty:

Far be it from me, so much as to harbor a wish for the violation of the great principle of our Constitution—*equal toleration, equal rights, equal influence*, proportioned to real weight and numbers, *for all* professions of religious faith! And though the Gospel of our Lord Jesus Christ be the true, the only source of all solid, lasting peace and prosperity, I would not even murmur a regret that this great principle renders even *its* exclusion necessary:—its influence needs no strengthening by the arm of civil power; like the lowly violet, it flourishes best, and sheds its sweetness in most profusion, when left to bloom in solitude and shade—But *there are* truths, which nothing can excuse us from avowing and asserting; truths which if we were wise, we should make the palladium of our strength, and which we must avow and cherish, and bind on the forefront of our civil polity;—the being—providence—and Holiness of the Creator.

Again: the preacher afterward, in asking "whether we have not sinned by carelessness of others' sins?" thus brings home to the heart that absence of honest indignation which should often kindle it against crime, but which the conventional forms of society too frequently stifle in its birth, and breaks out in the following strain of just invective:

When wickedness bares its front in high places, do we wither it with the indignant frown of virtuous digust? Not, Brethren, that I would sanction clamorous, overt acts of opposition! Of that we have already, perhaps, too much. But there is the silent influence of multitudes, each in his own place and station, bearing testimony against sin:—there is the resistless force of joint effort to discourage vice and destroy the instruments of corruption.

"Where," he asks, "shall these be found?" Considerations of convenience, of profit, of temporary quiet, he too truly observes, are allowed to stand between us and the straight path of rectitude; and *we sin vice by refraining from disapprobation.* The words we have italicised might be quoted as an axiom in morals. But the lateness of the hour at which we write prevents us from adding more, as we must now draw these notices to a close.

We conclude our Review to-day with a notice of Cooper's new novel, copied from the London Literary Gazette. As the work has not yet appeared here, our readers, we take it for granted, will be glad thus early to have some account of it. *

We have not these volumes in a sufficiently perfect state to pronounce a decided opinion on their merits; but this we must say, that we are exceedingly pleased with what we have read, and think that the *Heidenmauer* (the "Heathen Wall"—not to suffer this name to be a puzzle to the circulating libraries) is a spirited picture of those feudal times in Germany, when the burghers were beginning to feel rather than to know their influence; when the usurpations of Rome began to tremble to their fall, and the doctrines of Luther first to awaken the minds of men. A very pleasant introduction is prefixed. Take one day for a sample.

"It was a bright autumnal day when we returned to the left bank of the Rhine, on the way to Paris. The wishes of the invalid had taken the appearance of strength, and we hoped to penetrate the mountains which bound the Palatinate on its south-western side, and to reach Kaiserslautern, on the great Napoleon road, before the hour of rest. The main object had been accomplished, and as with all who have effected their purpose, the principal desire was to be at home. A few posts convinced us that repose was still necessary to the invalid. This conviction, unhappily as I then believed, came too late, for we had already crossed the plain of the Palatinate, and were drawing near to the chain of mountains just mentioned, which are a branch of the Vosges, and are known in the country as the Haart. We had made no calculations for such an event, and former experience had caused us to distrust the inns of this isolated portion of the kingdom of Bavaria. I was just bitterly regretting our precipitation, when the church-tower of Duerckheim peered above the vineyards; for, on getting nearer to the base of the hills, the land became slightly undulating, and the vine abundant. As we approached, the village or borough promised little, but we had the word of the postillion that the post-house was an inn fit for a king, and as to the wine, he could give no higher eulogium than a flourish of the whip, an eloquent expression of pleasure for a German of his class. We debated the question of proceeding, or of stopping, in a good deal of doubt, to the moment when the carriage drew up before the sign of the Ox. A substantial-looking burgher came forth to receive us. There was the pledge of good cheer in the ample development of his person, which was not badly typified by the sign; and the hale hearty character of his hospitality removed all suspicion of the hour of reckoning. If he who travels much is a gainer in knowledge of mankind, he is sure to be a loser in the charities that sweeten life. Constant intercourse with men who are in the habit of seeing strange faces, who only dispose of their services to those that are likely never to need them again, and who, of necessity, are removed from most of the responsibilities and affinities of a more permanent intercourse, exhibits the selfishness of our nature in its least attractive form. Policy may suggest a specious blandishment of air, to conceal the ordinary design on the pocket of the stranger; but it is in the nature of things that the design should exist. The passion of gain, like all other passions, increases with indulgence, and thus do we find those who dwell on beaten roads, more rapacious than those in whom the desire is latent, for want of use. Our host of Duerckheim offered a pledge, in his honest countenance, independent air, and frank manner, of his also being above the usual mercenary schemes of another portion of the craft, who, dwelling in places of little resort, endeavored to take their revenge of fortune, by shewing that they look upon every post-carriage as an especial god-send. He had a garden, too, into which he invited us to enter, while the horses were changing, in a way that shewed he was simply desirous of being benevolent, and that he cared little whether we stayed an hour or a week. In short, his manner was of an artless, kind, natural, and winning character, that strongly reminded us of home, and which at once established an agreeable confidence that is of an invaluable moral effect. Though too experienced blindly to confide in national characteristics, we liked, too, his appearance of German faith, and more than all were we pleased with the German neatness and comfort, of which there were abundance, unalloyed by the swaggering pretension that neutralises the same qualities among people more artificial. The house was not a beer-drinking, smoking caravanseral, like many hotels in that quarter of the world; but it had detached pavilions in the gardens, in which the wearied traveller might, in sooth, take his rest. With such inducements before our eyes, we determined to remain, and we were not long in instructing the honest burgher to that effect. The decision was received with great civility, and, unlike the immortal Falstaff, I began to see the prospects of taking 'mine ease in mine inn' without having a pocket picked. The carriage was soon housed, and the baggage in the chambers. Notwithstanding the people of the house spoke confidently, but with sufficient modesty, of the state of the larder, it wanted several hours, agreeably to our habits, to the time of dinner, though we had enjoyed frequent opportunities of remarking that in Germany a meal is never unseasonable. Disregarding hints, which appeared more suggested by humanity than the love of gain, our usual hour for eating was named, and, by way of changing the subject, I asked,—'Did I not see some ruins, on the adjoining mountain, as we entered the village?' 'We called Duerckheim a city, mein Herr,' rejoined our host of the Ox; 'though none of the largest, the time has been when it was a capital.' It is the history of this site which orginates the ensuing story.

The following scene of penance, for an attack upon a powerful monastery, appears to us best calculated for separate extract; it is a most graphic picture of the manners of the age.

"The ancient church of Einsiedlen (for the building has since been replaced by another still larger and more magnificent) had been raised around the spot where the cell of Saint Meinard originally stood. The chapel, reputed to have been consecrated by angels, was in this revered cell, and the whole stood in the centre of the more modern edifice. It was small in comparison with the pile which held it, but of sufficient size to admit of an officiating priest, and to contain many rich offerings of the pious. The whole was encased in marble, blackened by time and the exhalations of lamps; while the front, and part of the sides permitted a view of the interior through openings that were protected by gratings curiously and elaborately wrought. In the farther and dark extremity of this sacred chapel were the images of the Mother and Child. Their dresses, as is usual at all much worshipped shrines, were loaded with precious stones and plates of gold. The face of each had a dark and bronzed color resembling the complexion of the far east, but which, probably, is a usage connected with the association of an origin and destiny that are superhuman. The whole was illuminated by strong lights, in lamps of silver-gilt; and the effect, to a mind indisposed to doubt, was impressive, and of a singularly mysterious influence.

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"The sacristy was empty, and they awaited still in silence, while the music of the organ announced the retiring procession of the monks. After some delay, a door opened, and the Abbot of Einsiedlen, accompanied by Bonifacius, appeared. They were alone, with the exception of the treasurer of the abbey; and as the place was closed, the interview that now took place was no longer subject to the vulgar gaze. 'Thou art Emich, count of Hartenburg Leiningen,' said the prelate, distinguishing the noble, spite of his mean attire, by a single glance of an eye accustomed to scan its equals; 'a penitent at our shrine for wrongs done the church, and for dishonor to God?' 'I am Emich of Leiningen, holy abbot!' 'Dost thou disclaim the obligation to be here?' 'And a penitent;' the words 'for being here' being bitterly added in a mental reservation. The abbot regarded him sternly, for he disliked the reluctance of his tongue. Taking Bonifacius apart, they consulted together for a few minutes; then returning to the group of pilgrims, he resumed: 'Thou art now in a land that listeneth to no heresies, Herr von Hartenburg, and it would be well to remember thy vow and thy object.' 'Hast thou aught to say?' Emich slowly undid his scrip, and sought his offerings among its scanty contents.—'This crucifix was obtained by a noble of my house, when a crusader. It is of jasper, as thou seest, reverend abbot, and is not otherwise wanting in valuable additions.' The abbot bowed in the manner of one indifferent to the richness of the boon, signing to the treasurer to accept the gift. There was then a brief pause. 'This censer was the gift of a noble far less possessed than thee!' said he who kept the treasures of the abbey, with an em-

phasis that could not easily be mistaken. 'Thy zeal outstrippeth the limbs of a weary man, brother. Here is a diamond that hath been heir-loom of my house a century. 'Twas an emperor's gift!' 'It is well bestowed on Our Lady of the Hermits; though she can boast of far richer offerings from names less known than thine.' Emich now hesitated, but only for an instant, and then laid down another gift. 'This vessel is suited to thy offices,' he said, 'being formed for the altar's services.' 'Lay the cup aside,' sternly and severely interrupted Bonifacius; 'it cometh of Limburg!' Emich colored, more in anger than in shame, however, for in that age plunder was one of the speediest and most used means of acquiring wealth. He eyed the merciless abbot fiercely, but without speaking. 'I have no more,' he said; 'the wars, the charges of my house, and gold given the routed brotherhood, have left me poor!' The treasurer turned to Heinrich with an eloquent expression of countenance. 'Thou wilt remember, master treasurer, that there is no longer any question of a powerful baron,' said the burgomaster; 'but that the little I have to give cometh of a poor and saddled town. First, we offer our wishes and our prayers; secondly, we present, in all humility, and with the wish they may prove acceptable, these spoons, which may be of use in thy many ceremonies: thirdly, this candlestick, which, tho' small, is warranted to be of pure gold by jewellers of Frankfort; and, lastly, this cord, with which seven of our chief men have grievously scourged themselves, in reparation of the wrong done thy brethren.' All these offerings were graciously received, and the monk turned to the others. It is unnecessary to repeat the different donations that were made by the inferiors who came from the castle and the town. That of Gottlob was, or pretended to be, the offending horn which had so irreverently been sounded near the altar of Limburg, and a piece of gold. The latter was the identical coin he had obtained from Bonifacius in the interview which led to his arrest, and the other was a cracked instrument, that the roguish cowherd had often essayed among his native hills without the least success. In after-life, when the spirit of religious party grew bolder, he often boasted of the manner in which he had tricked the Benedictines by bestowing an instrument so useless. Ulrike made her offering with sincere and meek penitence. It consisted of a garment for the image of the Virgin, which had been chiefly wrought by her own fair hands, and on which the united tributes of her townswomen had been expended in the way of ornaments, and in stones of inferior price. The gift was graciously received, for the community had been well instructed in the different characters of the various penitents. 'Hast thou aught in honor of Maria?' demanded the treasurer of Lottchen. The widowed and childless woman endeavored to speak, but her power failed her. She laid upon the table, however, a neatly bound and illuminated missal; a cap, that seemed to have no particular value, except the tassel of gold and green, and a hunting horn; all of which, with the articles named, had made part of the load borne on the furniture of the ass. 'These are unusual gifts at our shrine,' muttered the monk. 'Reverend Benedictine,' interrupted Ulrike, nearly breathless in the generous desire to avert pain from her friend, 'they are extorted from her who gives, like drops of blood from the heart. This is Lottchen Hintermayer, of whom thou hast doubtless heard. The name of Lottchen Hintermayer had never reached the treasurer's ear, but the sweet and persuasive manner of Ulrike prevailed. The monk bowed, and he seemed satisfied. The next that advanced was Meta. The Benedictines all appeared struck by the pallid color of her cheek, and the vacant, hopeless expression of an eye that had lately been so joyous. 'The journey hath been hard upon our daughter,' said the princely abbot with gentleness and concern. 'She is young, reverend father,' answered Ulrike; 'but God will temper the wind to the shorn lamb.' The abbot looked surprized, for the tones of the mother met his ear with an appeal as touching as that of the worn countenance of the girl. "Is she thy child, good pilgrim?' 'Father, she is; Heaven make me grateful for its blessed gift!' Another gaze from the wondering priest, and he gave place to the treasurer, who advanced to receive the offering. The frame of Meta trembled violently, and she placed a hand to her bosom. Drawing forth a paper, she laid it simply before the monk, who gazed at it in wonder. 'What is this?' he asked. 'It is the image of a youth rudely sketched.' 'It meaneth, father,' half whispered Ulrike, 'that the heart which loved him now belongs to God!' The abbot bowed, hastily signing to the inferior to accept the offering; and he walked aside to conceal a tear that started to his eye. Meta at that moment fell upon her mother's breast, and was born silently from the sacristy."

There is a most touching and natural scene between the baron and the burgomaster's wife: but, more connected with the progress of the tale, we would only point it out to the reader's attention: and must now leave the *Heidenmauer* till next week, when we shall be better able to offer our praise to it as a whole. Certainly Mr. Cooper loses no attraction on new ground.

The National Gazette says, that the last portion of the 23d number of the American Quarterly Review was put to press last week, and the number will be soon ready for distribution. The subjects of *Mysteries and Masonry*, Mrs. Trollope's Travels, *the Abolition of Negro Slavery in Virginia*, the British Revolution of 1688, and others of general interest, are treated in detail.

THE CHOLERA.

Reports of the Special Medical Council of New-York.

DAYS.	NEW CASES.					DEATHS.				
	City at large.	Hospitals.	Bellevue.	Yorkville.	Harlaem.	City at large.	Hospitals.	Bellevue.	Yorkville.	Harlaem.
Friday, August 24..	18	17	1	5	4	8	9	1	1	1
Saturday, " 25..	29	17	0	0	0	5	9	0	0	0
Sunday, " 26..	30	15	0	5	0	12	9	0	1	0
Monday, " 27..	29	9	1	0	1	12	1	0	0	8
Tuesday, " 28..	23	17	0	1	0	9	1	0	0	0
Wednesday," 29..	4	16	1	0	0	2	3	1	0	0
TOTAL.....	134	93	3	11	5	49	32	2	2	1

NEWARK, Aug. 22.—New cases 3—collapsed 2.

PHILADELPHIA, Aug. 23.—New cases 33, deaths 10.
PHILADELPHIA, Aug. 24.—New cases 48, deaths 10.
PHILADELPHIA, Aug. 25—New cases 24, deaths 10.
PHILADELPHIA, Aug. 26.—New cases 30, deaths 6.
PHILADELPHIA, Aug. 27—New cases 21, deaths 7.

BALTIMORE, Aug. 21.—Deaths 13. On the 22d, deaths 15.

BALTIMORE, August 23.—Deaths from cholera the last 24 hours, 29—10 white and 19 colored persons.

BALTIMORE, Aug. 25.—Deaths in private practice 10, Hospitals 4—total 14. Of these 2 were whites and 10 colored persons.

BALTIMORE, Aug. 27.—Deaths by cholera 23. Of these, 7 were white.

WASHINGTON CITY, Aug. 22.—Within the last 4 days 4 cases and 2 deaths.

WASHINGTON CITY, Aug. 23.—New cases 5, deaths 2, for the last 48 hours. On the 25th, new cases 2, deaths 1.

NORFOLK, Aug. 17.—Interments were 16, only 3 of which were white.

NORFOLK, Aug. 21.—Deaths 7, of which 1 was white. On the 22d, deaths 5—2 white. On the 23d, deaths 8—1 white. Total in three days 20.

PORTSMOUTH, Aug. 17.—New cases the last 48 hours 17, deaths 9. On the 17th, new cases 0, deaths 3.

PORTSMOUTH, August 22.—No new case or death. On the 23d, 1 new case, fatal. The health of Norfolk and Portsmouth is improving.

ALBANY, Aug. 29, noon.—New cases 7, deaths 1.

RETURN TO THE CITY.—A Circular from many of our most respectable citizens, is published in the papers, inviting the return home of their townsmen, and the visits of strangers bent upon business, will be received with pleasure by our distant readers. A voucher like this is all that has been wanting to inspire confidence into those who generally resort to the city at this season, to attract the usual concourse of strangers hither. The cholera is now so little regarded here as hardly longer to form a subject of conversation. With some melancholy and much regretted exceptions, it has been found, so far as this city is concerned, to be a disease which is only fatal with the intemperate and the profligate, or those who, having rashly exposed themselves to an attack by an indiscreet indulgence of their appetites, add carelessness to imprudence and neglect precautionary measures until too late. This at present is, we fear, the largest class. We have already mentioned the quantities of fruit of every description which are exposed for sale in the streets, and published the fresh warning of the President of the Medical Council against it: his caution, however, though repeated through all the papers, and backed by instances given of the sad consequences of such folly, does not prevent people from consuming the vegetable poison. In an afternoon's walk in the suburbs, you may meet with troops of boys and laborers devouring green apples and unripe pears with all the relish which the proverb attributes to the eating of "stolen fruit;" while odorous pyramids of melons on the pavements, with fragrant piles of peaches, tower up so temptingly, that one would think the Hucksters had entered into an alliance with Cholera and the Sextons, to increase the bills of mortality. While such things be, no one can expect the entire departure of what the newspapers call "the gloomy visiter." At the same time there is no reason why the community at large should add to his sullen entertainment by keeping away from their homes and their business. The weather in town is now delightful. One cannot bring himself to believe that a ruthless distemper can continue its ravages under such brilliant and balmy skies as those which this moment hang over us. Broadway is beginning to be dressed in smiles; people have ceased to look glum in Wall street, and you daily see fewer and fewer sour faces in Pear and Water. The slips heretofore deserted by the river craft, are now crowded; and the hotels, through which the pulse of business may best be felt, are alive with strangers. May we not, therefore, safely echo the invitation to our absent townsmen, *Return to your homes?*

The Board of Health have very properly adopted the only remaining measure necessary to restore the economy of our city to its wonted state, by adopting the following resolution, which was presented on Wednesday by Alderman Cebra:—

Resolved, That in future all reports of deaths be reported in the usual manner by the City Inspector once in each week, and that the reports made by this Board cease.

This is very right; for the cases are now not sufficiently numerous to interest residents in knowing their number; while, small as they are, they serve to keep the timid from town, and continue the illusion of our living in a "city of the plague."

SUMMARY.

MONROVIA.—The brig American sailed from Norfolk a few days since, with 147 emigrants from Liberia. Of this number, 88 were from North Carolina, 15 from Frederick county, Va., manumitted by Mrs. Ann R. Page, 12 from Washington City, and the remainder from Norfolk. The Society of Friends of Philadelphia have contributed most liberally to this expedition—probably about $2700. The Board of Colonization, at Washington, intend to despatch three or four expeditions before winter, should the necessary funds be realized.

We learn from the African Repository that Henry Sheldon, Esq., of this city, has made a donation of *two thousand dollars* to the American Colonization Society, for the establishment of a High School at Liberia in Africa.

Hamilton College.—The exercises usual at commencement were dispensed with this season at Clinton, on account of the prevalence of the Cholera at Utica, and consequent state of public feeling. The degrees were conferred in a private manner. Dr. Davis resigned the Presidency of the institution, and the Rev. Mr. Spencer was chosen in his stead. The poem on Ambition, delivered before the Phe-

nix Society by Mr. Wetmore, is to be published.—[Daily Adv.]

Dartmouth College.—The annual Commencement took place on Tuesday week. Among the exercises on this occasion was an Oration before the Theological Society, by Silas H. Hill, of Brooklyn, N. Y. The degree of Doctor of Divinity was conferred on the Rev. Wm. Urwich, of Dublin in Ireland, and the Rev. Edward Robinson. The degree of Doctor of Laws on the Hon. Samuel Prentiss. The day was fine, the audience numerous, and the exercises unusually interesting.

Amherst College.—The Commencement at Amherst College took place on Wednesday last. The degree of A. B. was conferred on 38 students.

Brown University.—The annual Commencement at Brown University, Providence, will be held on Wednesday the 5th of September.

Princeton College.—The Philadelphia Gazette informs us that it is a matter of uncertainty whether any Commencement will be held in the ensuing autumn at Nassau Hall College in Princeton. Speeches have been assigned to the senior class; but the occurrence of this annual celebration will depend on the health of the country.

The celebrated Mr. Audubon is going to Nova Scotia. In Boston he received eight or ten subscribers to his new work, in addition to the Athenæum and Harvard College. The cost of a copy when completed will be $800.

A Novel Case.—The Fayetteville (N. C.) Observer says:—"We have just learned that Governor Stokes has accepted the appointment conferred on him by the President, and resigned the office of Governor of this State. We believe this is the first occasion in which the office of Governor has ever been vacant, either by death or resignation.

It is also reported that David F. Caldwell, Esq., the Speaker of the Senate, refuses to act as Governor, in consequence of its interference with his private affairs. The constitution makes no other provision for the case.

The Hobart Town Almanack for the present year states, that about fifty good houses have been built in Hobart Town in 1831, and about twenty in Launceston. Neat cottages and picturesque farmsteadings have also sprung up in many places, and public works and improvements have been carried on. The increase of capital is estimated altogether at ten per cent. Population has increased in a still greater ratio; the whites amount to about 27,000; the blacks to from 300 to 400. The imports have not increased much, but the exports have risen 30,000*l.* chiefly in wool and oil, and amounted to 200,000*l.* There are now five journals, three in Hobart Town and two in Launceston.—[Literary Gazette.]

A selection from the Writings and Speeches of Lord Brougham, with a Memoir of his Life, is about to be published in London. They will exemplify as great a versatility of talents and diversity of labors as have been known in the case of any one individual.—[National Gazette.]

Gentz, the aulic counsellor, who died lately at Vienna, was one of the most distinguished and able men of the age. He held a high rank in the scientific and political world. His political writings recommended him to the particular favor of the Prussian and Austrian governments: he drew up almost all the most important documents of the Congresses, and a number of state-papers of the greatest consequence and note.

In looking over the list of candidates for civil officers in the Cherokee nation, as announced in the Phœnix, we observe the following among others:—Sleeping Rabbit, Sweet Water, Roman Nose, and Parched Corn.

A little before 12 o'clock on Sunday night, an alarm of fire roused us from our first slumbers. It proved to be at the Union Hotel, in Georgetown, which extensive range of buildings was entirely destroyed, in spite of all the exertions of the citizens with the fire engines. The fire was first seen issuing from the roof by the watchman in the street; and the building is so lofty that the engines, though well supplied from the Canal, could not throw the water on the roof so as to act effectively against the spread of the fire. The property thus destroyed has been valued, we believe, as high as a hundred thousand dollars, and the buildings are believed to have cost sixty or seventy thousand, though not of that value at the time of their destruction. Still it was too valuable not to be a heavy loss to its owners, with whom we all sincerely sympathize. There was, we understand, no insurance upon the property.—[National Intelligencer.]

"*Ruling Passion strong in Death.*"—Among the singular circumstances which we have seen recorded as connected with the cholera, we may mention the following, which we have received from the most unquestionable authority. We copy it from a letter before us, dated Princeton, N. J. August 24. We present the initials, but omit the full names of the parties. "Dr. S——r, of Pennington, was seized with the cholera on Monday night last, and on Tuesday, *when in a collapsed state*, he was married to Miss W——g, to whom he had been engaged for some time past—in order that she might inherit his property."—[Phila. Gaz.]

Accidents.—A small sail-boat overset in the East River on Saturday noon, opposite Brooklyn. Four boats put off to the rescue of one person, who floated down the river with the boat;—he was saved.—The spectators thought one man was drowned.—[Gazette.]

Melancholy Disaster.—A letter to a gentleman in this city, dated in Ohio, the 23d inst. states, that some part of the Bridge erecting across the Muskingum, at Zanesville, fell, and killed twelve persons, and badly wounded eight others.—[Gazette.]

Anti-Fumigation.—On the 21st inst., in the city of Boston, a man named Joseph Dominick, a hack driver by profession, was compelled, by a mulctuary order, to pay two dollars and costs of court for smoking a segar in the street.

Owning a husband.—The Charleston papers speak of the execution of a colored man named William, the husband and the property of Mary Connor.

Mormonism has broken out in Lynn, Mass. and has carried off several persons.

An Englishman, named John Glen, aged 40 years, was drowned at Providence last week, by being accidentally knocked from on board a small boat by the boom.

Fatal Accident.—A girl named Ann Gillespie died very suddenly one day last week at Greenville Corners, Washington county, in consequence of taking a solution of corrosive sublimate by mistake instead of Congress Water. She lived but a few hours after drinking the poison.—[Troy Budget.]

Execution.—Sovereign, the man who killed his wife and six children some time last winter, in London township, Upper Canada, was executed at that place on the 13th instant.

William Bly, of Danvers, was on Wednesday prosecuted before J. W. Proctor, Esq., of Danvers, for using profane and obscene language in the public streets of said town, on Monday last, and grossly insulting those who endeavored to point out to him the impropriety of such conduct; and was fined $5 and costs, by virtue of the by-laws of said town.—[Salem Gazette.]

A Scalping Editor.—The following appears in the Galenian of the 1st instant:—

We have heard from a number of gentlemen who were in the late battle with the Indians, that the editor of this paper was fortunate enough to kill and scalp two Indians, before the engagement commenced in the evening. It appears that he went in advance of the army some distance, for about half a day, in close pursuit of three Indians, until he had got them in a good position for attack. He then asked for five men to assist him in killing them—his request was doubly granted by Gen. Dodge, who sent to his aid ten men. They continued to pursue them—the editor in advance—who came up within twenty paces of the hindmost Indian, and shot him through the body, the ball entering immediately below the heart. By one of our informants, who was close at hand when the editor shot and scalped his Indians, we received the scalps, sent us.

Our informants state that after the first Indian had received the contents of the editor's short gun, (a ball and three buckshot) he staggered back a few paces, leaned against a tree, levelled his piece, fired and wounded one of our men before he fell, although the load had passed entirely through his body! It is said he played the part of a Tactician in a considerable degree.

It is not common for Editors to fight with weapons more potent than the goose quill—and, when they do, it is the duty of the press, taking precedents for example, to note them.—[Ed. *pro. tem.*]

The Army—We have been politely favored with the following extract of a letter from an officer of the army. At the date of this letter there were ten companies in the field, five of them belonging to the 2d Infantry, and all under the command of Col. Eustis of the Artillery.

Camp on the River du Pleine, Aug. 5.

After arriving at Chicago, we lost three men of cholera, since which the complaint has totally disappeared from the army. We are now improving in health, and I trust the pestilence has passed from us. We march to-morrow on our route to the Mississippi, and I trust shall have a very interesting time. The Indians have fled before Gen. Atkinson, and he is in pursuit. They are broken, dispersed, and in a state of starvation, and are done forever.

[*From the Washington Globe.*]

Indian War.—The official information has been received at the Department of War:

Head qrs. *1st A. Corps, North West'n Army,*
Prairie du Chien, Aug. 25th, 1832.

Sir—I have the honor to report to you that I crossed the Ousconsin on the 27th and 29th ult. with a select body of troops, consisting of the regulars under Col Taylor, four hundred in number, part of Henry's, Posey's, and Alexander's brigades, and Dodge's battalion of mounted volunteers, amounting in all to thirteen hundred men, and immediately fell upon the trail of the enemy, and pursued it by a forced march through a mountainous and difficult country, till the morning of the 2d inst., when we came up with his main body on the left bank of the Mississippi, nearly opposite the mouth of the Ioway, which we attacked, defeated, and dispersed, with a loss on his part of about 150 men killed, 39 women and children prisoners—the precise number could not be ascertained, as the greater portion was slain after being forced into the river. Our loss in killed and wounded, which is stated below, is very small in comparison with the loss of the enemy, which may be attributed to the enemy's being forced from his positions by a rapid charge at the commencement and throughout the engagement—the remnant of the enemy, cut up and disheartened, crossed to the opposite side of the river and has fled into the interior, with a view, it is supposed, of joining Ke-o-Kuck and Wapello's bands of Sacs and Foxes.

The horses of the volunteer troops being exhausted by long marches, and the regular troops without shoes, it was not thought advisable to continue the pursuit; indeed a stop to the further effusion of blood seemed to be called for till it might be ascertained if the enemy would not surrender.

It is ascertained from our prisoners that the enemy lost in the battle on the Ousconsin 68 killed and a very large number wounded; his whole loss does not fall short of three hundred; after the battle on the Ousconsin the enemy's women and children, and some who were dismounted, attempted to make their escape by descending the river, but judicious measures being taken by Capt. Loomis and Gen. Street, Indian Agent, thirty-two women and children and four men have been captured, and some 15 men killed by the detachment under Lieut. Ritner.

The day after the battle on this river, I fell down with the regular troops to this place by water, and the mounted men will join us to-day. It is now my purpose to direct Ke-o-Kuck to demand a surrender of the remaining principal men of the hostile party, which from the large number of women and children we hold as prisoners, I have every reason to believe will be complied with. Should it not, they should be pursued and subdued, a step Major General Scott will no doubt take on his arrival. I cannot speak too highly of the brave conduct of the regular and volunteer forces engaged in the last battle and fatiguing march that preceded it; as soon as the reports of the officers of brigades and corps are handed in, they shall be submitted with further remarks.

5 killed and 2 wounded 6th Inf.
2 wounded 5th Inf.
1 Capt. 5 privates Dodge's battalion, mounted.
1 Lieut. 6 privates, Henry's.
1 private wounded, Alexander's
1 private Posey's.

I have the honor to be, &c.

H. Atkinson, *Bt. Brig. Gen. U. S. A.*

Major General Macomb,
Commander-in-Chief, Washington City.

We are sorry to learn that a most melancholy accident occurred in this city on Saturday afternoon, by which Miss Hamersley, a visiter in this city from Alexandria lost her life. She was riding on horseback, and the horse becoming alarmed, she threw herself from it, fell on her head, and fractured her scull. She was carried to Gen. Jones's residence, near which the accident happened, and expired in the course of the night.—[Wash. Intel.]

THE INDIAN WAR.—In the report which reached here a day or two since, by letters from St. Louis and vicinity, and which we copied from the Journal of Commerce, two events seem to have been confounded together, and withal considerably exaggerated. The affairs in which the steamboat Warrior was engaged, turns out to have been of very little importance. It is thus stated in an extra from the office of the Galenian:

Lieut. Kingsbury, who commanded the Guard on board the Warrior, reports that about 40 miles up the Mississippi river they saw the Sacs and Foxes to a very large number—he presumes their whole force of effective men—on the bank of the river. They hoisted a white flag, but would not send a canoe on board the steamboat. He told them if they would not do so he would fire upon them—and did so. He supposed there were five at least of them killed.—They were seen to fall by some of the gentlemen on board the steamboat. They appeared much alarmed by the six pounder. Lieut. K. saw some, but not many horses.

The other engagement, which was much more disastrous to the Indians, is thus stated in the Commercial Advertiser:

The Steamboat Wallace, which arrived at St. Louis on the 10th inst. brought information that the whole army under General Atkinson, crossed over to the north side of the Ouisconsin, at Helena, on the 28th and 29th ult. Marching north, they soon discovered the great Indian trail, four days old, leading N. W. towards the Mississippi. A forced march was commenced, leaving the baggage, over a continued series of mountains, covered with woods of the heaviest growth, and bushes of thorn and prickly ash. On the 4th night of the march, the spies learned that the Indians had gone to the Mississippi, then ten miles distant, and intended to cross the next morning, August 2d. After a halt of a few hours, the march was resumed, and after going four miles, the spies came in sight of the enemy's picket guard. The firing commenced between them at about 500 yards ahead of the front of the army. The Indians were driven from hill to hill, and retreated to their main body. Generals Alexander and Perry were directed to march to the right, above the Indian encampment on the bank. General Henry, on the left, marched in the main trail of the enemy; and the United States Infantry and General Dodge's mining troops marched in the centre. In this order they descended an abrupt precipice. The enemy were driven back in every direction. Some succeeded in swimming a slough of the Mississippi, 150 yards wide. The battle lasted three hours.—Fifty of the women and children were taken prisoners, and many were accidentally killed. The Indians must have lost in killed 150—American loss 27. Black Hawk was reported to have gone up the river on this side, in the heat of the battle. He left all his valuables, certificates from the British, &c.—Gen. Atkinson, with the U. S. Infantry, arrived at Prairie du Chien on the evening of the 4th, in the Warrior, for which place the whole army had started. Gen. Scott and staff left Galena on the 6th in the Warrior, to join Gen. Atkinson at Prairie du Chien.

MYSTERY SOLVED.—The Commercial of last evening contains the following, in reference to the sudden departure on Thursday of the pilot boat Gazette, about which there has been so much speculation in town.

Carara.—This man, whose name, as he signs it himself, is Constant Polari, was yesterday discharged from detention under process from the U. S. Court, and was simultaneously delivered up to the agent of the Dutch Government, the Chevalier Huygens, on the mandate of the Governor of this State, in consequence of documents and a requisition from the Government of Holland, which were some time since received by him. He was immediately put on board the pilot boat Gazette, which was chartered for the purpose. Mr. Taylor, jr. a Deputy Keeper of the Bridewell, and the younger Hays, have accompanied Carara on his voyage. It is not supposed that his life will be exacted as the forfeit of his crime; but his actual and public conviction at home has been anxiously desired by the Prince of Orange, against whom the most base assertions were cast, after the abstraction of his wife's jewels.

The United States sloop of war Peacock, Capt. Geissenger, sailed from Buenos Ayres 19th June, for the Coast of Africa, Sumatra, and Canton.

The sloop of war Warren, Captain Cooper, and schooner Enterprize, Lieutenant Downing, were at Buenos Ayres, June 27.

The sloop of war Lexington sailed from Montevideo on the 6th June, for Rio de Janeiro.

The Post Office heretofore known as Bullville, Orange Co., has been changed to *Cadiz*.

New Post Office.—A Post Office has been established at *Arcole*, Geauga Co. Ohio, by that name, and John Wilkeson, Esq. appointed Postmaster.

Launch.—The ship Alabamian was launched from the ship yard of Messrs. Webb & Allen this morning. She is of 400 tons burthen, built for Messrs. E. D Hurlbut & Co., for one of the Mobile packets, and to be commanded by Capt. C. Doan.

A New City.—We understand that the Hon. Daniel Webster, Stephen White, and Gen. William H. Sumner, have purchased the island in our harbor called Williams' Island, for $70,000, for the purpose of erecting dwelling houses thereon, and building up a little city for summer residences. The streets have been already laid out, and the buildings will be commenced forthwith.—[Boston Gazette.]

Mr. Frederick Kellogg, of this town, was instantly killed on Thursday last, by being thrown from his horse. The horse reared and pitched forward, when Mr. K., fell upon his head, and died instantly. He was a man deservedly esteemed by his acquaintances, and will long be remembered with regret.—[Cayuga Republican.]

New Counterfeits.—The public are cautioned against a new counterfeit bill for $2 on the Manhattan Company. The number is 2210, date 24th Feb. 1830, signed M. Gelson, Pres't. Cashier, Robt. White. The counterfeit is very well executed.

Fracas at the Charlestown Navy-Yard.—We understand that an unfortunate affair occurred at the Navy-Yard, in Charlestown, one day this week.—Lieut. Hemans, of the Erie, had some words with the Purser, and finally struck him, when the Purser stabbed him in the back with his dirk. The wound was not very severe. We learn that Commodore Bainbridge immediately caused the parties to be arrested.—[Bunker Hill Aurora.]

Sporting Information.—A challenge has been offered by James B. Richardson, Esq. to run Bertram, Jun. and Little Venus against Andrew and Bonaets O'Blue, four mile heats, carrying one hundred pounds for each, for $5000 a-side, each race half forfeit. The race to be run over the Washington Course, in Charleston, on the Monday and Tuesday week preceding the first day of the annual races at that place.—[Southern Patriot.]

The brig Indus, arrived at Madeira 17th July, from Baltimore, in lat. 33 N. long. 66 W. fell in with the schooner Francis Ann, from Edenton, N. C., bound to Martinique, full of water, having swamped in a heavy gale, and lost two or three of her crew, viz.: Bean, Sea. of England; Blake, boy, slave—the remainder having lashed themselves in the rigging were taken off the wreck by the master of the Indus, and brought to Madeira. It is presumed they will return to the United States in the schooner Aspasia, bound to Charleston, S. C.

The schooner James Monroe, of and from Rappahannock, with 3000 bushels wheat, for Wood & Trimble of this city, was driven on Hampton Bar, 19th inst. during a heavy blow, and thumped so violently that a part of her bottom was knocked out. She was afterwards hauled ashore on the beach of Old Point, where she lies in a sinking condition; cargo totally lost.

Accidental Drowning.—A boy about 11 years of age, (the youngest of two who were yesterday about the city playing on the violin) fell from a tow boat at the watering place, and was not again seen. The family were on board the boat, awaiting its departure for New York.—[Alb. Eve. Jour.]

Sudden Death.—Died in this town, on Sunday afternoon, 19th inst. Mr. Hezekiah Raymond, aged about 60. Mr. Raymond attended the Baptist meeting on that day in his usual health. While returning home with his family he was taken with an apoplectic fit, fell from his wagon, and immediately expired.—[Norwalk Gazette.]

Mr. John M. Nugent, formerly of New-York, and for many years a resident of this city, was drowned on Sunday afternoon, while bathing with his son, in a pond near Gormley's brick-yard.—[New Orleans Argus.]

Death by Lightning.—During a slight thunder storm on Monday last, about one o'clock, P. M. Mr. Brooks Toby, of Wendell, was instantly killed by lightning. When struck he was at work in the garden, several rods distant from any building or tree. Mr. Butcholder had, a few moments previous, been standing near, but had turned to go to the house, when the flash came accompanied by a report, he instantly turned round, saw the young man lying upon the ground, and hastened to him, but the spark of life was entirely extinct. His hat was thrown off, and was rent in pieces—as if held at the muzzle of a field piece—his hair singed considerably—the skin on his neck broken as if by a heavy bruize, and marks of the electric fluid were visible on his body down to his knee, at which place the fluid appeared to pass off to the ground. His clothes were much torn and scorched.—[Newhope, N. H. Spectator.]

[*From the Daily Advertiser.*]

CELEBRATION IN PARIS OF THE FOURTH OF JULY.—The Americans in Paris, to the number of eighty, sat down to a splendid dinner on the Fourth of July, at Lointier's, Rue Richelieu, to celebrate the Anniversary of Independence. Samuel F. B. Morse, the President of the Academy of Design, was the President of the day, and James Fenimore Cooper, Vice President. Among the invited guests were General Lafayette; Mr. Rives, our Envoy and Minister; General Bernard, Aid to the King; Messrs. G. W. Lafayette and Oscar Lafayette, son and grandson of the General; and Mr. Barnet, our Consul. Citizens from almost every State were present.

The Editors of the Daily Advertiser have received the following order of the proceedings from a friend in Paris:

Gen. Lafayette was on the right, and Mr. Rives on the left, of the President. Professor Hovey, of Amherst College, invoked the blessing. The following are the thirteen regular toasts that were drunk on the occasion:

1. The Festival we celebrate—A healthful memorial of the origin and principles of the Government.

Before giving the second toast the President rose, and made the following observations:

"I cannot propose the next toast, Gentlemen, so intimately connected with the last, without adverting to the distinguished *honor* and *pleasure* we this day enjoy, above the thousands, and I may say hundreds of thousands of our countrymen, who are at this moment celebrating this great National Festival: the *honor* and *pleasure* of having at our board our venerable guest on my right hand, the Hero whom two worlds claim as their own. Yes, gentlemen, he belongs to America as well as to Europe. He is *our* fellow-citizen: and the universal voice of our country would cry out against us, did we not manifest our nation's interest in his person and character. With the mazes of European politics we have nothing to do; to the changing schemes of good or bad government we cannot make ourselves a party; with the success of this or that faction we can have no sympathy; but with the great principles of Rational Liberty, of Civil and Religious Liberty, those principles for which our guest fought by the sides of our Fathers, and which he has steadily maintained for a long life, "through good report and through evil report" we do sympathize. We should not be Americans if we did not sympathize with them, nor can we compromise one iota of these principles, and preserve our self-respect as loyal American citizens. They are the principles of order and good government, of obedience to law; the principles which under Providence have made our country unparalleled in prosperity, principles which rest not in visionary theory, but are made palpable by the sure test of experiment and time.

But, gentlemen, we honor our guest as the staunch undeviating defender of these principles, of our principles, of American principles. Has he ever deserted them? Has he ever been known to waver? Gentlemen, there are some men, some too who would wish to direct public opinion, who are like the buoys on tide water; they float up or down as the current sets this way or that way. If you ask at an emergency, where they are, we cannot tell you, we must first consult the almanac, we must know the quarter of the moon, the way of the wind, the time of the tide, and then we may guess where you will find them. But, gentlemen, our guest is not of this fickle class. He is a Tower amidst the waters; his foundation is upon a rock; he moves not with the ebb and flow of the stream; the storm may gather, the waters may rise, and even dash above his head, or they may subside at his feet, still he stands unmoved. We know his site and his bearings, and with the fullest confidence we point to *where he stood six and twenty years ago.* He stands there now. The winds have swept by him, the waves have dashed

around him, the snows of winter have lighted upon him, but *still he is there.* I ask you therefore to drink —"To a name long interwoven with history, which stands uneclipsed in its brightest pages, unsullied in its darkest—*Lafayette.*"

This speech was interrupted with applause at almost every sentence, and the sentiments greeted by nine cheers. The band played the *Parisienne*, after which the General rose and replied.

After having expressed his acknowledgments for the toast, and the manner in which it had been received, he thus continued in a feeling manner:

"While on this happy day, my 55th commemoration of our great Fourth of July, I am delighted to breathe among you, an American atmosphere: it retraces at once to my mind the youthful recollection of a first, patriotic love, the filial and fraternal emission of friendships formed in times of trial and danger. It also retraces the subsequent forty years o unshaken affection, confidence, and solicitude, be stowed by the American people upon an absent, adopted son, and more lately, an unparalleled, daily, hourly welcome of more than thirteen months thro' the twenty-four States of the Union, which in a continued series, have come to this very moment, to cheer a grateful heart. And, while I most feelingly enjoy the marks of your approbation, expressed in such flattering terms by our honorable President, I am happy to acknowledge that the proudest day of my life has been that day of my solemn reception in the bosom of Congress, when their President, in the name of the people of the United States, did officially declare, that every sentiment, every act of my long eventful life, has proved worthy of a disciple of the American School.

Well may the people of the United States sympathize in the progressive liberties of Europe; well may we, as American citizens, take a pride in the endeavors in the several nations on this side of the Atlantic, to imitate, as far as their own circumstances can admit, those institutions which have insured to the United States a greater share of practical liberty, legal order, public and individual security, and development of industry, than has ever been known in the annals of mankind. And amidst those testimonies of sympathy, after I had former opportunities to acknowledge the high and affectionate marks of approbation for the French great week of July, 1830, so very splendidly displayed throughout the United States; let me on this day do justice to the generous interest they have taken in the cause of heroic Poland; let me particularly express my gratitude for the assistance I have received from the committee at Paris, in the appropriations of American donations, and pay a tribute of esteem and thanks to Doctor Howe, for his execution of the mission entrusted to him, when carrying material and moral comfort into the heart of the Cantonments established by Prussia on their eastern frontier, to the unfortunate and patriotic soldiers of Poland; he has caused high credit and warm blessings to be poured upon the American name. And now, Gentlemen, I shall give you a toast:—*Republican Institutions; the prolific daughters of American Independence.*"

Then followed the other regular toasts:

3. The People, the Institutions, and the President of the United States. "Order is Heaven's first law."

4. The King of the French and the French nation.

5. The Union: we calculated its value till figures fail.

6. The memory of Washington. (Drank standing.)

7. The Army and Navy. Citizens doubly pledged to Liberty and the Country.

8. To the memory of the dead of the Allied Army of 1778, and to the health and happiness of the survivors.

9. The city of Paris; admiration for its courage, respect for its arts, and thanks for its hospitality.

10. Person, Opinion, and Property. May our Institutions ever respect the two first, and protect the last.

11. The three estates of the Republic; the Pulpit, the Schoolhouse, and the Press.

12. American Aristocracy; that of Nature, which Art may supplant, but never supply.

13. The wedded interest of every really American heart; Home, for better for worse.

After the regular toasts, the health of the other guests was successively drank, and handsome replies made by Mr. Rives, Gen. Bernard, Mr. G. W. Lafayette, and Mr. Barnet.

The health of the President of the day was given; "The worthy representative of the artists of the country." Mr. Morse returned his thanks. The Vice President was then given; "James Fenimore Cooper, the staunch, uncompromising defender of the distinctive principles of his country," which was received with the greatest applause. To which Mr. C. returned his thanks. The Committee of arrangements was also given, who deserved the greatest credit for their services, and replied to by Mr. Mc Crackan.

Many piquant Volunteers were given. The company separated at an early hour.

MISCELLANY.

[For the New York American.]

NATURAL HISTORY.

Mr. Editor: While copying into my commonplace book the article you quoted from the Albany Evening Journal on the 22d, announcing the fact that many horses and horned cattle had died in Saratoga county, whose bodies upon examination after death presented appearances analogous to those exhibited by the cadavres of persons deceased of cholera, it occurred to me that it might not be without interest to you or your readers to have a few extracts from my Journal on matters appertaining to things in general, but more particularly to Natural History.

You doubtless remember that the *Ourang Outang*, recently arrived in Philadelphia, died of a disease closely resembling cholera.

In our own city the *musca domestica*, common horse-fly, has been much less common this season than I remember in twenty years. It is most probably owing to the cleanliness of our streets, and less travel, and consequent diminution during the month of July of horse-manure, one of the most prolific hotbeds for the production or generation of larva.

Although we have had frequent rains during the last weeks, the *musca pluvialis*, usually seen to crowd the air in dances previous to showers, has not been seen more than three or four times since the beginning of cholera—say 1st of July.

The *musca aurata*, a fly with a highly bronzed and shining thorax, that is usually common this month in the gardens and around our peach and other fruit trees, particularly during the heat of noon, has scarcely been seen in the country. A few were seen by me one day, in the very heart of our city, in Wall street.

The *culex* (or gnat) is usually here in July and August: not a specimen has come to hand this year.

The *scarabeus* or (knaper) has not visited our parlors sans ceremonie, as usual, this summer.

Among the birds I have made but few observations.

The *falco fulvus* (or ring tailed eagle) has been brought to our city this summer—a single specimen shot at Catskill.

The *falco legopus*, the rough legged or black leg hawk, (F. L. Hawks,) with white feathers in the tail—though usually with us every month in the year, living on small birds and offals—has been seen but once in many weeks. OBSERVER.

DEMAND FOR COUNTRY COUSINS.—Never were country cousins in so great demand as during these cholera times. Their value now is most fully appreciated. It is mighty convenient, when cities are overrun with the pestilence, to have some strong held in the country to flee to. Relations of every grade, on such an occasion, assume their just value; and many of those who, a few weeks ago, were considered below par, have latterly been thought worthy of a premium. The humblest forty-fifth cousin, who is blessed with a little house-room and a spare bed, in the country, is now by no means to be sneezed at.

Those country relations, who were formerly shunned and disowned on account of their rusticity, are now acknowledged and embraced with the most remarkable cordiality. Formerly, if they had been met in the streets of the city, they would not have been known: their more polished relations would have turned away, and blushed to recognize them. Oh, the frights! they would have exclaimed—it's enough to give one the horrors to look at them, much more to be claimed as relations.

One of the kings of France, whose pampered taste could scarcely be satisfied, at Versailles, with the richest dainties, ate raw turnips with great relish, at a peasant's cottage, when nearly starved in the chase. So our delicate cits, when frightened from their propriety by the cholera, flee to the country, and own with immense cordiality the blessings of a rustic life.—[Constellation.]

HIGH LIFE IN ENGLAND.—The London Court Journal, of the 30th June, makes the following statement, worthy of the notice of Mrs. Trollope "at home."

It is a matter of notoriety, that both at Epsom and Ascot, during the present season, ladies of rank and fashion—of the *highest* rank and fashion, and unfortunately boasting also a high proportion of those personal attractions which tend to fix the eyes of all classes of society upon their proceedings—were seen among the foremost and most eager players at the Roulette table, and with the pea-and-thimble blackguards infesting the Course. One of them (a Countess of unblemished name and exquisite beauty) is known to have lost a sum of £300 in a gambling booth at Epsom; and, unless we are much mistaken, may have derived a useful lesson from the severe sarcasms provoked on all sides, by her appearance at Ascot in contact with the most flagrant ruffians of the metropolis. That a woman, whatever her rank, whose husband is addicted to the turf, may share in the excitement constantly astir around her, triumphing in his triumph, and gratified by his success, even to the occasional hazard of a bet, we can well conceive. A winter passed at Melton initiates many a dainty fair one into the arcana of field sports, and inspires her with involuntary ardor in the cause; but when we hear of Lady So-and-so's *book*, or of Miss —— proving a *defaulter*, we begin to think that Free Masonry would extend its prohibitions to the stud and the betting room, and exclude the fairest of God's creation from such vile associations."

EMIGRATION.—The Earl of Stirling, with the view of fulfilling the intentions of the original charters granting to his ancestor (the first Earl) the provinces of Nova Scotia, Canada, and other territorial possessions in North America, intends to make over an allotment of 48,000 acres of the waste and unlocated lands of Lower Canada or New Brunswick, to twenty-five Trustees, for the use of the poor of Great Britain, to be located thereon, in such proportions as the Trustees shall deem most expedient and beneficial to the poor.—[Court Journal.]

[Would it not be as well for the Earl of Stirling, first to obtain possession of the land which he is so liberal in alloting to others?]—[Courier.]

POETRY.

[For the New York American.]

TO AN APPLE.

Found upon the person of a young gentleman who died of Cholera.

I may not eat thee—no, I may not eat thee,
Yet I not less thy rich possession prize—
Harshly howe'er these cholera times they treat thee,
Dear as *their* apples art thou to these eyes.

What though with corn and cucumbers they blend thee,
While Flora and Pomona they proscribe,
Telling of evils direst that attend thee,
Which with thy delicate juices we imbibe,

Still who can look upon those rosy blushes,
Daintily glowing o'er thy face of green,
Like the warm hue a summer lake that flushes,
When clouds at sunset o'er its bosom lean,

Nor long, with moistening lips, thy skin so tender
Close and more closely in their folds to press,
Till thou absorbed shouldst all thy substance render,
And melt away in that one warm caress.

Who that had taken thee from Ella's fingers,
And gazed the while upon those perilous eyes,
Whose light once seen within, the memory lingers
Till from the heart each fond remembrance dies—

Who could resist with such an Eve to lure him,
Whose glance hath eloquence beyond all breath,
Even if he felt that nought on earth could cure him,
And knew, like our great sire, to taste were death.

P.S.—Yes, ah like him, bewildered, blind with beauty,
I saw one only heaven, that hazel eye,
In one wild moment lost each sense of duty,
Murmured thy gentle name and ate to die.

Why did not love which ruined me, remind me
Of the sad difference 'twixt our mournful fate,
I dying leave this love'ler Eve behind me,
But Adam's Eve went with him through the gate.

The Intellect strengthened by Study.

"A.—If I do this, what further can I do?
B.—Why, more than ever. Every task thou dost
Brings strength and capability to act.
He who doth climb the difficult mountain's top,
Will, the next day, outstrip an idler man!
Dipthy young brain in wi e man's deep discourse—
In books, which, though they daunt thy wits awhile,
Will knit thee, i' the end, with wisdom."

☞ **THE AMERICAN RAILROAD JOURNAL AND ADVOCATE OF INTERNAL IMPROVEMENTS** will hereafter contain extracts from approved works upon the cultivation of *The Vine*, the rearing of Silk, and Agricultural subjects generally, in addition to its former variety of interesting matter. Its leading character, however, will continue as heretofore—that of advocate and promoter of *internal communication*.

Terms, $3, to single subscribers, or to companies of ten, $2½ each. It will also be sent to any person at $2½ per volume, who will subscribe for two copies for two years *at one time*, or remit $10, *always in advance*.

☞ **POSTMASTERS** who are friendly to, and willing to act as Agents for the Journal will be furnished with a prospectus, by writing to the Editor, and will be allowed a fair commission for their services. A31

☞ **THE NEW-YORK AMERICAN** is published DAILY at $10 per annum, and SEMI-WEEKLY at $4 per annum in advance.

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☞ Letters, referring to either of the above papers, may be addressed (*postage paid*) to the Publisher,

S1 D. K. MINOR, No. 35 Wall-street, New-York.

MARRIAGES.

MARRIED—At Courtland, Alab. William V. Chardavoyne, of New-York, to Miss Martha Watkins, of the former place.

At Boston, by the Rev. Mr. Greenwood, Gilbert Stuart Newton, Esqr of London, to Miss Sally Williams Sullivan, daughter of the Hon. William Sullivan.

At Malone, on Tuesday, August 21st, by the Rev. J. Howland Coit, Rector of Trinity Church, Plattsburgh, Mr. Boswel Green, Merchant, to Miss Martha Louisa, daughter of Francis L. Harison, Esqr., all of Malone aforesaid.

On Tuesday, 21st August, by the Rev. John Al'Burtis, Alfred Underhill, M.D., to Miss Susannah, 3d daughter of Wm. Al'Burtis, Esqr., all of this city.

On Monday morning, the 20th instant, by the Rev. Dr. Power, Mr. Edward C. Mathews, of this city, to Miss Ellen, daughter of Mr. John W. Berry, of Paterson, N.J.

DEATHS.

DIED—On Thursday, 23d August, John Onderdonk, M. D. aged 60 years.

Thursday morning, 23d August, of a painful illness, Lemuel Gustavius, infant son of F. S. Winston, aged 10 months.

On Saturday morning, Aug. 25, Daniel Hawxhurst, aged 17 years, son of the late Daniel Hawxhurst, and grandson of H. B Hawxhurst.

On Friday afternoon, Aug. 24, of summer complaint, infant son of Mr. Joseph C. Spear, aged 18 months.

Tuesday morning, of teething, Myra Eliot, daughter of D H. Robertson, aged 17 months and 10 days.

Tuesday morning, of apoplexy, Stephen Hoyt, in the 49th year of his age.

At 10 o'clock this morning, of typhus fever, in the 23d year of her age, Catharine, wife of Edward Giles.

On Tuesday morning, Aug. 27, after a severe illness, Sarah Cotten, daughter of Horace Holden, Esqr. aged six years.

At Brooklyn, on Thursday, Aug. 23, Mrs. Martha Rodman, widow of Thomas Rodman, Esqr., aged 80 years.

On Friday, 10th inst. at the residence of his father in Catherinestown, Tioga county, Wm. Horatio, son of Samuel Lawrence, Esq. aged 9 years.

At Vergennes, Vt. on the 22d Aug. of Cholera, Miss Jane C. Sutton, aged 16 years, of this city.

At Musqueto Cove, L. I. on Tuesday evening last, Aug. 28th, of billious fever, Mr. George G. Jones, aged 43 years, formerly of Boston.

On the 18th Aug. Mrs. Magdalene Adams, aged 97 years, at the residence of her daughter, Mrs. Ann Carpenter, in Germantown.

On the 29th Aug. in Newlin township, Miss Martha Harlan, aged about 35 years.

In Philadelphia on Tuesday morning, Aug. 28, of consumption, in the 33d year of her age, Lucy T. Lewis, wife of D. P. Lewis, late of New-Bedford, Mass.

On Tuesday afternoon, of decay, Mrs. Elizabeth Franks, in the 89th year of her age.

On Sunday evening, Aug. 26th, of apoplexy, Aime Brandt, Watchmaker, in the 66th year of his age.

On Tuesday, at 4 o'clock, Thomas S. Gravenstine, aged 21 years.

On the 21st Aug. at Cincinnati, Mrs. Catharine Woodruff, wife of Mr Archibald Woodruff.

At the City of Mexico, on the 21 July, after a short illness, in the 35th year of his age, Mr. Lewis Anthony Bosson.

At Rio de Janeiro, on the 25th of June last, Captain Robert Halsey, aged 42 years, late master of the brig Massachusetts, of New-York.

In Bennington, Mr. Moses Hurd, aged 86, one of the heroes of Bennington Battle.

In West-Goshen township, Pa. on the 22d Aug. Mr. William Green, aged about 48 years.

WEEKLY REPORT OF DEATHS.

The City Inspector reports the death of 391 persons during the week ending on Saturday last, 25th August, viz:—117 men, 96 women, 109 boys, and 69 girls—Of whom 70 were of the age of 1 year and under, 46 between 1 and 2, 33 between 2 and 5, 15 between 5 and 10, 20 between 10 and 20, 51 between 20 and 30, 48 between 30 and 40, 34 between 40 and 50, 27 between 50 and 60, 23 between 60 and 70, 8 between 70 and 80, 5 between 80 and 90, and 1 between 90 and 100.—*Diseases*: Apoplexy 3, burned or scalded 2, casualty 1, childbed 1, cholera malignant 173, consumption 24, convulsions 12, diarrhœa 8, dropsy 5, dropsy in the head 13, drowned 6, dysentery 15, fever 8, fever puerperal 1, fever remittent 1, fever typhus 4, flux infantile 42, hæmorrhage 2, hives or croup 2, inflammation of the bowels 6, inflammation of the brain 2, inflammation of the chest 1, inflammation of the liver 1, intemperance 1, marasmus 6, measles 3, old age 7, palsy 1, peripneumony 2, small pox 1, spasm 1, spina bifida 1, sprue 2, stillborn 8, stranguary 1, suicide 2, teething 9, unknown 4, whooping cough 3, worms 1.

ABRAHAM D. STEPHENS, City Inspector.

METEOROLOGICAL TABLES.

From the 20th July to the 9th August, inclusive.

DAYS.	Montreal, U.C. Thermometer 7 a.m.	Montreal Thermometer 3 p.m.	Montreal Barometer 7 a.m.	Montreal Barometer 3 p.m.	Montreal Weather 7 a.m.	Montreal Weather 3 p.m.	Troy, N.Y. Thermometer Sunri.	Troy Thermometer Noon.	Troy Thermometer 3 p.m.	New-York Thermometer Highest.	New-York Thermometer Lowest.	New-York Wind.	New-York Weather.
July 20	67 x	78 x	29.78	29.73	Fair	Fair	63	77	77	82	67	NW.	Fair.
" 21	62 x	65 x	29.78	29.78	Rain	Rain	59	70	68	85	71	NW. N.	Fair—Cloudy.
" 22	58 x	79 x	29.80	29.97	Fair	Fair	59	72	74	73	63	N. SE.	Fair.
" 23	60 x	82 x	30.12	30.25	Fair	Fair	56	74	80	75	64	W. N.	Clear.
" 24	61 x	72 x	30.07	29.91	Fair	Th. rain.	61	70	79	76	63	SSE.	Cloudy—Rain.
" 25	64 x	78 x	29.74	29.81	Fair	Fair	67	75	64	81	65	SSW. NNW	Rain, with hail, thun. &c.
" 26	63 x	68 x	29.81	29.87	Fair	Rain	58	74	69	78	63	NNW. W.	Fair.
" 27	61 x	79 x	29.96	30.04	Fair	Fair	55	73	78	78	63	NNW. WSW.	Clear.
" 28	64 x	82 x	30.17	30.31	Fair	Fair	55	80	86	81	65	SW. S.	Clear—Cloudy.
" 29	63 x	78 x	30.04	29.94	Fair	Th. rain.	65	83	83	80	67	S. SSE.	Cloudy—Rain.
" 30	61 x	67 x	29.93	29.74	Rain	Rain	64	76	83	81	64	SSE.	Rain.
" 31	58 x	72 x	30.07	30.16	Fair	Fair	62	74	89	79	64	SSE.	Rain.
August 1	61 x	78 x	30.20	30.36	Fair	Fair	61	74	77	76	71	N. S.	Cloudy—Rain—Clear.
" 2	64 x	79 x	30.27	30.12	Fair	Fair	58	77	84	82	67	S. W.	Cloudy—Clear—Cloudy.
" 3	69 x	82 x	30.12	30.18	Fair	Fair	61	78	82	79	69	NW.	Clear.
" 4	69 x	81 x	30.07	30.00	Fair	Fair	63	85	87	80	73	SW.	Cloudy—Stormy—Rain.
" 5	71 x	86 x	30.04	30.12	Fair	Fair	68	85	85	80	74	W. SW. W.	Rain—Cloudy.
" 6	74 x	88 x	30.07	30.19	Fair	Fair	67	83	85	83	75	W. SW.	Cloudy—Clear.
" 7	68 x	78 x	30.17	30.04	Fair	Rain	70	88	77	81	75	W. S.	Cloudy—Clear.
" 8	69 x	86 x	29.88	29.98	Fair	Fair	70	84	84	80	73	S.	Cloudy—Rain.
" 9	73 x	81 x	29.93	29.71	Fair	Rain	70	84	83	70	69	N.	Rain—Cloudy.

DAYS.	Charleston, S.C. Thermometer 8 a.m.	Charleston Thermometer 2 p.m.	Charleston Thermometer 10 p.m.	Charleston Wind 8 a.m.	Charleston Wind 2 p.m.	Charleston Wind 10 p.m.	Charleston Weather 8 a.m.	Charleston Weather 2 p.m.	Charleston Weather 10 p.m.	Mobile, Alab. Thermometer 8 a.m.	Mobile Thermometer Noon.	Mobile Thermometer 4 p.m.	Mobile Weather.	Mobile Wind.
July 20	78	92	82	SW	W	SW	Clear	Clear	Clear	78	86	89	Fair	S
" 21	82	93	84	SW	SW	SW	Clear	Clear	Clear	82	90	90	Fair	S
" 22	83	91	80	N	SW	SW	Clear	Clear	Cloudy	83	89	88	Fair	S
" 23	82	89	76	N	SW	SW	Clear	Cloudy	Cloudy	83	89	94	Fair	S
" 24	76	83	78	N	SW	SW	Cloudy	Cloudy	Cloudy	82	88	90	Fair	S
" 25	78	84	77	N	SE	SE	Cloudy	Clear	Cloudy	78	90	92	Fair	N
" 26	76	84	76	NE	NE	NE	Clear	Clear	Clear	77	84	86	Fair	N
" 27	77	83	75	NE	NE	NE	Clear	Clear	Clear	74	84	88	Fair	Calm
" 28	76	84	80	NE	SW	SW	Clear	Clear	Clear	81	84	82	Rainy	Var.
" 29	80	85	81	SW	SW	SW	Clear	Clear	Clear	71	82	84	Fair	Calm
" 30	79	86	79	SW	SW	SW	Clear	Clear	Cloudy	76	85	86	Fair	S
" 31	80	85	78	SW	SW	SW	Cloudy	Clear	Clear	86	84	84	Cloudy	N
August 1	78	79	76	SW	SW	SW	Rain	Cloudy	Rain	74	83	86	Fair	N
" 2	76	90	77	SW	SW	SW	Rain	Cloudy	Cloudy	74	84	87	Fair	N
" 3	76	84	78	SW	SW	SW	Cloudy	Cloudy	Clear					
" 4	78	84	79	SW	SW	SW	Clear	Clear	Clear					
" 5	76	84	79	SW	SW	SW	Cloudy	Clear	Cloudy					
" 6	77	83	78	SW	SW	SW	Rain	Cloudy	Cloudy					
" 7	76	84	78	SW	SW	SW	Cloudy	Cloudy	Cloudy					
" 8	77	83	76	SW	SW	SW	Clear	Cloudy	Cloudy					
" 9	76	84	77	SW	SW	SW	Clear	Clear	Clear					

PASSENGERS:

In the packet ship Virginian, sailed 24th ult. for Liverpool—A H Senior, from the West Indies; D Florasi, from Mexico; J Ingersoll, of Boston; Wm. Wilson, of do.; F Joan France, and Daniel Henwood, of England.

In the ship Ajax, for Liverpool—Dr Schroeder, lady and son, of Germany; J H Bodmea, Switzerland; J B Boussangault, Paris; Rd. and Eb. Chaffey, John Shorthouse and lady, John Shorthouse, Jr. Wm Benson, Mr. Stanton, and H Allerut, of England; Dr Wm McEwen, E I Co.'s Service.

In the ship Pulaski, from Liverpool—Mrs Angus and two children, Mr Murphy and lady, Mr J Robinson, S Milton, O Milton, Lords, C Meeker, and 60 in the steerage.

Per Br. ship Victoria, Cain, from London—Mr. Barker and family, Mr. Dyer and family, Mr. Roe and family, H Hart and daughter, and 140 in the steerage.

In the brig John & Margaret, from London—F Humphrey and Mr Everis, and 80 in the steerage.

In the schooner Live Oak, from Laguyra—Edward McCloug, Esqr of Philadelphia.

☞ The EXCHANGE HOTEL, No. 10 and 12 Broad street, New-York, by D. D. HOWARD, has been refitted, and is now in readiness to receive his friends from all parts of the Union.

He has also fitted up a Mansion House, in a delightful situation, on the high bank of the East River, about 4 miles from Wall-street, where his friends may enjoy the delightful air of the country, and still be within a convenient distance from the city s1 6t

☞ WEBB'S CONGRESS HALL, a new and extensive establishment, now fiting up at 138, 140, and 142 Broadway, will be in readiness in a few days to receive company, and at which may be found the former host of the Catskill Mountain and Pearl-Street House. s1 3t

☞ **AT BOSTON'S** Old Establishment, No. 7 Wall street, may be had in any quantity *Boston's Boneset Cough Lozenges*—an excellent remedy for complaints of the lungs, coughs, and colds. Also, *Boston's Seidlitz Water*, a superior article in cases of dyspepsia, and all disorders arising from a deranged state of the digestive organs, &c.; it is put up in bottles, and may be transported to any part of the world, and kept for any length of time.

Also—superior Seidlitz Powders, Chloride of Soda, Chlorine Tooth Paste, and a great variety of other articles, manufactured by J. Boston, and sold wholesale and retail at No. 7 Wall street, by B. FREEMAN. [s1 6t

GRAMMAR SCHOOL OF COLUMBIA COLLEGE.

☞ **THE GRAMMAR SCHOOL** of Columbia College will re-open, after the summer vacation, on Saturday, the 1st of September next, at 10 o'clock, A. M.—at which time the Members of the Academic Faculty, and the Students connected with the Institution, will report themselves to the Rector.

By order. JAS. M. QUIN, M. D.
A21 tf Secretary.

RAILROAD IRON.

☞ The Subscribers having executed large orders for Iron for the Canal Commissioners of Pennsylvania, as well as for several incorporated companies, have made such arrangements in England, where one of them will shortly be, as will enable them to import it on the lowest terms. Models and samples of all the different kinds of Rails, Chairs, Pins and Wedges in use, both in this country and Great Britain, will be exhibited. Apply to

A. & G. RALSTON.
Philadelphia, May 26, 1832. J2 3m*

☞ **TOWNSEND & DURFEE**, *Rope Manufacturers*, having machinery for making ropes to any required length (without splice), offer to supply full length Ropes for the inclined planes on Rail-roads at the shortest notice, and deliver them in the City of New-York, if requested. As to the quality of the Rope, the public are referred to J. B Jervis, Eng. M. & H. R. R. Co., Albany; or James Archibald, Engineer Hudson & Delaware Canal & R. R. Co., Carbondale, Luzerne County Pennsylvania.

Palmyra, Wayne County, New-York,
1st mo. 22d, 1832. J30 tf

A RAILROAD IN PRACTICAL OPERATION,
within ten miles of the City of New-York.

THE PATERSON AND HUDSON RIVER RAILROAD is formed from the town of Paterson to the village of Aquackanonk, a distance of 4½ miles, and is now in actual and successful operation between those places.—The Company have placed upon the road three splendid and commodious Cars, each of which will accommodate thirty Passengers, and have supplied themselves with fleet and gentle horses, and careful drivers.

With a view to suit the convenience of those persons who may wish to avail themselves of this rapid and delightful mode of traveling, the following hours have been fixed for leaving those places.

PATERSON.			AQUACKANONK.		
At half past 7	o'clock,	A.M.	At half past 10	o'clock,	A.M.
10	do	do	¼ before 1	do	P.M.
3	do	P.M.	half past 3	do	do
4	do	do	5	do	do
half past 4	do	do	half past 6	do	do
ON SUNDAYS.					
At 6	o'clock,	A.M.	At 7	o'clock,	A.M.
half past 7	do	do	half past 8	do	do
9	do	do	half past 9	do	do
half past 12	do	P.M.	half past 1	do	P.M.
5	do	do	6	do	do
half past 6	do	do	half past 7	do	do

Parties of twenty or more persons can be accommodated at either of the above hours with a private Car.

FARE reduced to 1s 6d.—Children under 12 years of age, half price.—Paterson, June 20th, 1832.

ELIAS B. D. OGDEN, Secretary.

NB.—Persons leaving Hoboken by the 8 o'clock Stage, for Aquackanonk, will have ample time to view the Falls of the Passaic, and other objects of interest in the flourishing town of Paterson, and return to New-York the same day. jy16

☞ The public are informed that, until further notice, the 12 o'clock and ¼ before 6 o'clock P.M turns from Paterson, and the 8 o'clock A.M. and 7 o'clock P.M. turns from Acquackanock, are, for the present withdrawn.

By order. E. B. D. OGDEN, Sec'y.
Paterson, July 26, 1832. jy30